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NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

Date of this Notice: July 8, 2006

Lead Agency: San Francisco Planning Department
1660 Mission Street, Suite 500
San Francisco, California 94103-2414

Agency Contact Person: Viktoriya Mass **Telephone:** (415) 558-5955

Project Title: 2004.0557E –1601 – 1603 Larkin Street, Construction of 27 Residential Units
Project Sponsor: California Nevada Conference of the Methodist Church and Pacific Polk Properties, LLC
Project Contact Person: Bruce D. Baumann **Telephone:** (415) 397-7416

Project Address: 1601 – 1603 Larkin Street, San Francisco, California 94109
Assessor's Block and Lot: 0620 006

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roject is the construction of a 63-foot-high, six-story-tall building of approximately
27 multi-family residential units and 30 off-street parking spaces in two separate
one below grade). The existing and vacant, approximately 19,050-square-foot (sq.-
11 would be demolished. The 11,200-sq.-ft. project site is located at 1601 – 1603
ot 006), on the northwest corner of the intersection of Larkin and Clay Streets, on the
eet on the north and Polk Street on the west. The main entrance to the project would
o the below-grade parking garage containing 21 spaces would be from Clay Street,
reby allowing the garage entrance and exit to be at grade. On Larkin Street there
rking garage. The roof of that garage would have approximately 2,300 sq.ft. of rear-
uld have three residential units, the second floor would have seven residential units,
12 units. The fifth floor would have four residential units and the sixth floor would
its in the proposed building for sale or for rent. The property is located within the
nsity) Zoning District, and the 65-A Height and Bulk District. The proposed project
r-yard and dwelling unit exposure requirements (Sections 134 and 140 of the *San*
), and Planning Commission conditional use authorization (*Planning Code,* Section
ial structure above 40 feet in height (*Planning Code,* Section 253). The conditional
e 2004.0557C and 2004.0557V, respectively.

(s), if Applicable: Not yet filed.

**A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN
ORT IS REQUIRED.** This determination is based upon the criteria of the State
al Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings
ons, as documented in the Environmental Evaluation (Initial Study) for the project,
which is attached.

Written comments on the scope of the EIR will be accepted until the close of business on **August 8, 2006.** Written comments should be sent to Paul Maltzer, San Francisco Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA 94103.

ncies. We need to know the views of your agency as to the scope and content of the environmental information
ane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to
when considering a permit or other approval for this project. Please include the name of a contact person in
y. Thank you.

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for Paul E. Maltzer, Environmental Review Officer

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NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

Date of this Notice: July 8, 2006

Lead Agency: San Francisco Planning Department
1660 Mission Street, Suite 500
San Francisco, California 94103-2414

Agency Contact Person: Viktoriya Mass **Telephone:** (415) 558-5955

Project Title: 2004.0557E –1601 – 1603 Larkin Street, Construction of 27 Residential Units
Project Sponsor: California Nevada Conference of the Methodist Church and Pacific Polk Properties, LLC
Project Contact Person: Bruce D. Baumann **Telephone:** (415) 397-7416

Project Address: 1601 – 1603 Larkin Street, San Francisco, California 94109
Assessor's Block and Lot: 0620-006
City and County: San Francisco

Project Description: The proposed project is the construction of a 63-foot-high, six-story-tall building of approximately 67,500 square feet (sq.ft.) containing 27 multi-family residential units and 30 off-street parking spaces in two separate parking levels (one at ground level and one below grade). The existing and vacant, approximately 19,050-square-foot (sq.-ft.) First Methodist Church built in 1911 would be demolished. The 11,200-sq.-ft. project site is located at 1601 – 1603 Larkin Street (Assessor's Block 0620, Lot 006), on the northwest corner of the intersection of Larkin and Clay Streets, on the block also bounded by Washington Street on the north and Polk Street on the west. The main entrance to the project would be from Larkin Street. The entrance to the below-grade parking garage containing 21 spaces would be from Clay Street, which slopes downhill to the west, thereby allowing the garage entrance and exit to be at grade. On Larkin Street there would be a nine-space, ground-level parking garage. The roof of that garage would have approximately 2,300 sq.ft. of rear-yard open space. The ground floor would have three residential units, the second floor would have seven residential units, and floors three and four would contain 12 units. The fifth floor would have four residential units and the sixth floor would contain a penthouse for a total of 27 units in the proposed building for sale or for rent. The property is located within the RM-3 (Residential Mixed, Medium Density) Zoning District, and the 65-A Height and Bulk District. The proposed project would require a variance from the rear-yard and dwelling unit exposure requirements (Sections 134 and 140 of the *San Francisco Planning Code*, respectively), and Planning Commission conditional use authorization (*Planning Code,* Section 303) for new construction of a residential structure above 40 feet in height (*Planning Code,* Section 253). The conditional use and variance application numbers are 2004.0557C and 2004.0557V, respectively.

Building Permit Application Number(s), if Applicable: Not yet filed.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the State CEQA Guidelines, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Written comments on the scope of the EIR will be accepted until the close of business on **August 8, 2006.** Written comments should be sent to Paul Maltzer, San Francisco Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA 94103.

State Agencies. We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency. Thank you.

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for
Paul E. Maltzer, Environmental Review Officer

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INITIAL STUDY

2004.0557E – 1601 - 1603 Larkin Street

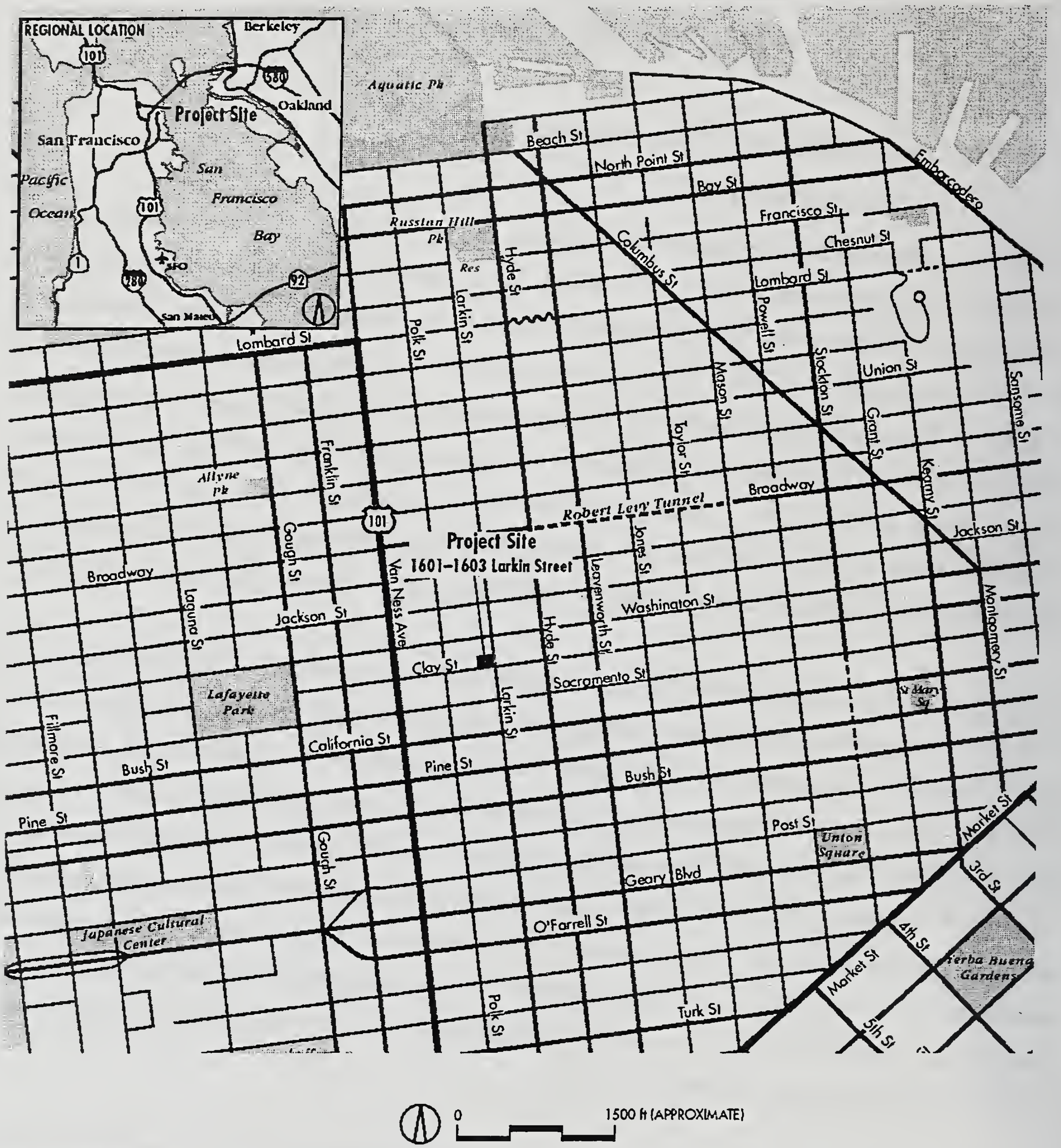
I. PROJECT DESCRIPTION AND SETTING

A. PROJECT DESCRIPTION

The proposed project would demolish the existing, vacant, approximately 19,050-square-foot (sq.-ft.) First Methodist Church built in 1911. The church has a basement and an asphalt-paved parking lot on the northern portion of the lot (see Historical Architectural Resources for architectural details of the building on pages 48 to 50). The proposed project would construct an approximately 63-foot, six-story-tall building of approximately 67,500 square feet (sq.ft.) that would contain 27 multi-family residential units and 30 off-street parking spaces in two separate parking levels (one at ground level and one below grade). The 11,200-sq.-ft. project site is located at 1601 – 1603 Larkin Street (Assessor's Block 0620, Lot 006), on the northwest corner of Larkin and Clay Streets, on the block also bounded by Washington Street on the north and Polk Street on the west (see Figure 1, page 2).

Of the building's approximately 67,500 sq.ft., about 38,500 sq.ft. would be residential and 12,350 sq.ft. would be parking (see Figures 2 through 9, pages 3 to 10; also see Table 1 on page 11, for a survey of project characteristics). The ground floor would have three residential units, the second floor would have seven residential units, and floors three and four would contain 12 units. The fifth floor would have four residential units and the sixth floor would contain a penthouse for a total of 27 units in the proposed building. In total, there would be one junior one-bedroom unit, one one-bedroom unit, four one-bedroom-plus units, 20 two-bedroom units, and one three-bedroom unit (the penthouse on the sixth floor). The project sponsor would comply with San Francisco's Residential Inclusionary Affordable Housing Act by constructing Below Market Rate (BMR) housing on-site, off-site or paying the City Treasurer an in-lieu fee.

The project proposes approximately 2,300 sq.ft. of rear-yard open space on the roof of the one-story ground-level parking garage off Larkin Street. In addition, the four units that have a northern wall abutting the garage- roof open space would also have private decks as open space (see Figure 4, page 5). Units on the third through fifth levels would not have decks. The penthouse would have three private decks (see Figure 7, page 8).



Source: During Associates

Project Location Figure 1

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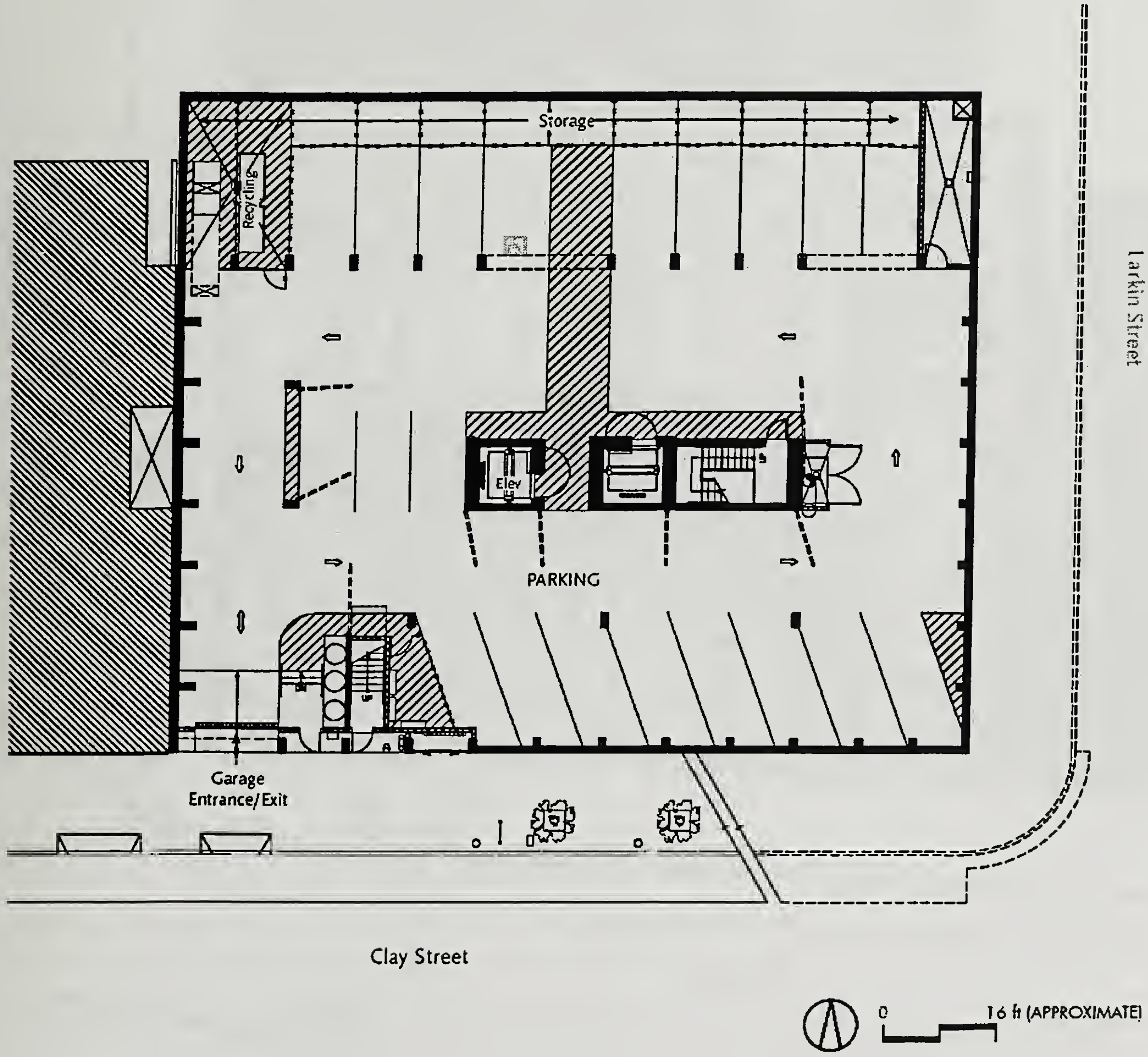
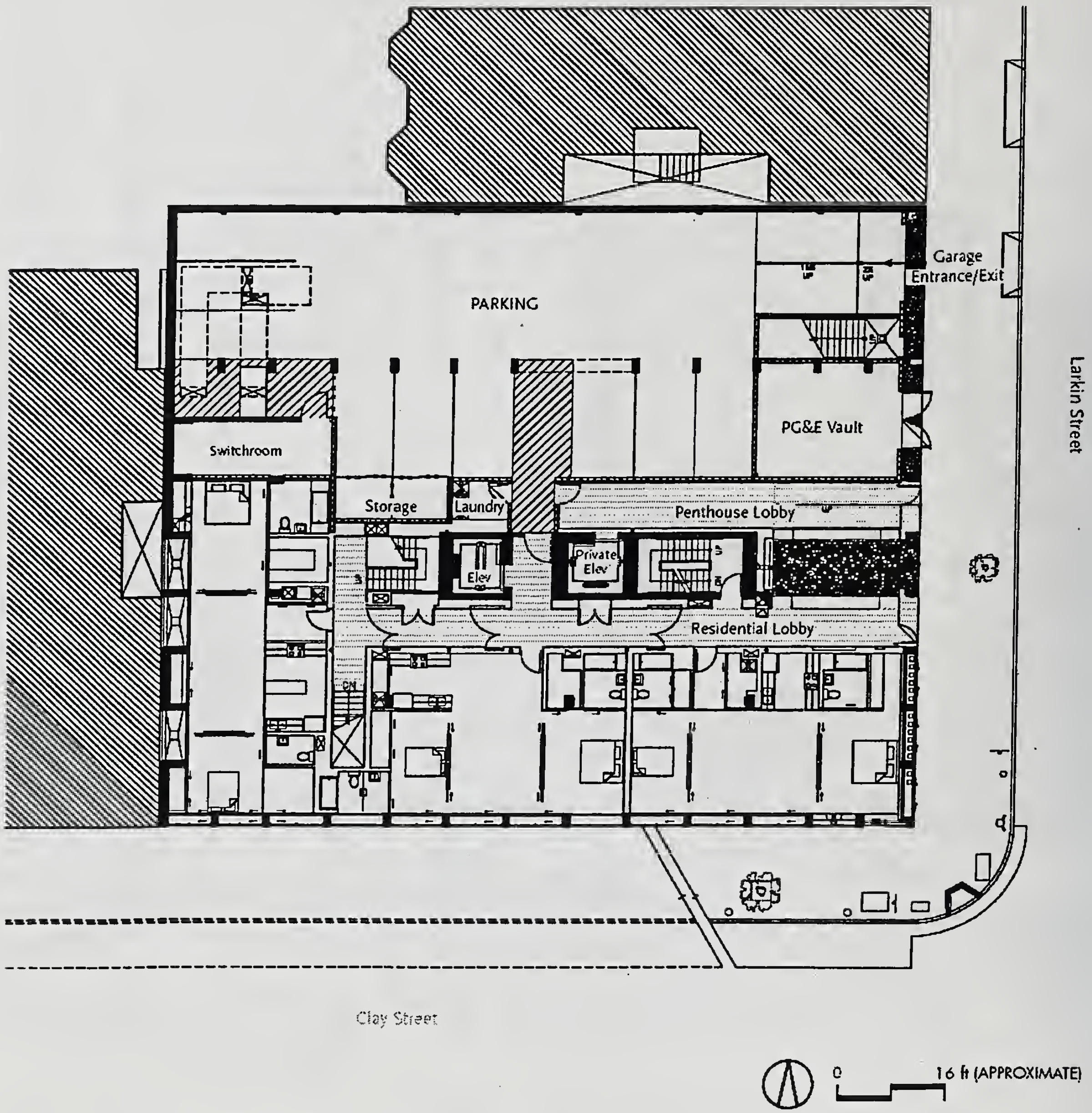


Source: Stanley Saitowitz/Natoma Architects Inc.

4-25-06

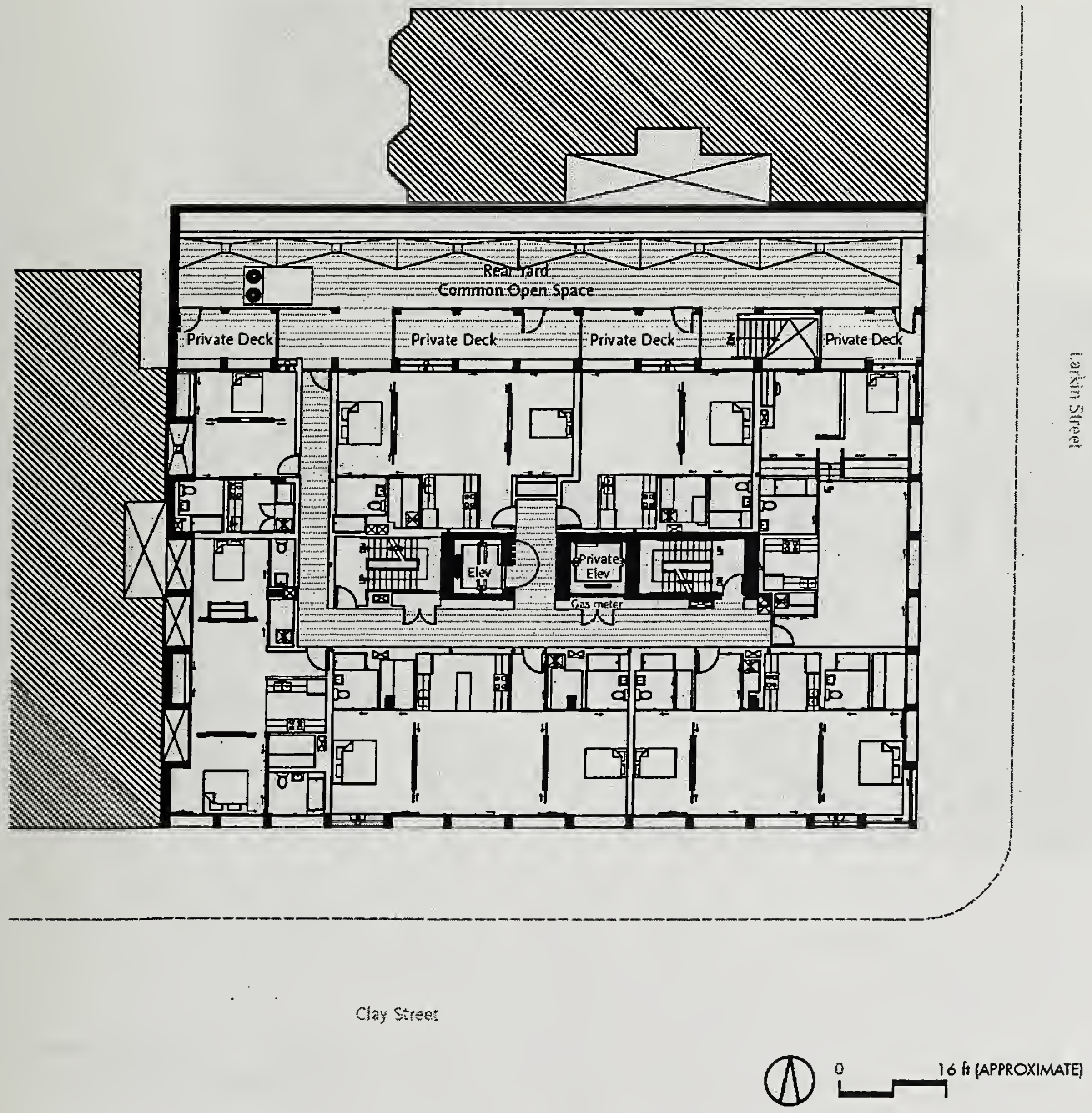
Proposed Parking Plan (Partially Below Grade) Figure 2



Source: Stanley Saitowitz/Natoma Architects Inc.

4-26-06

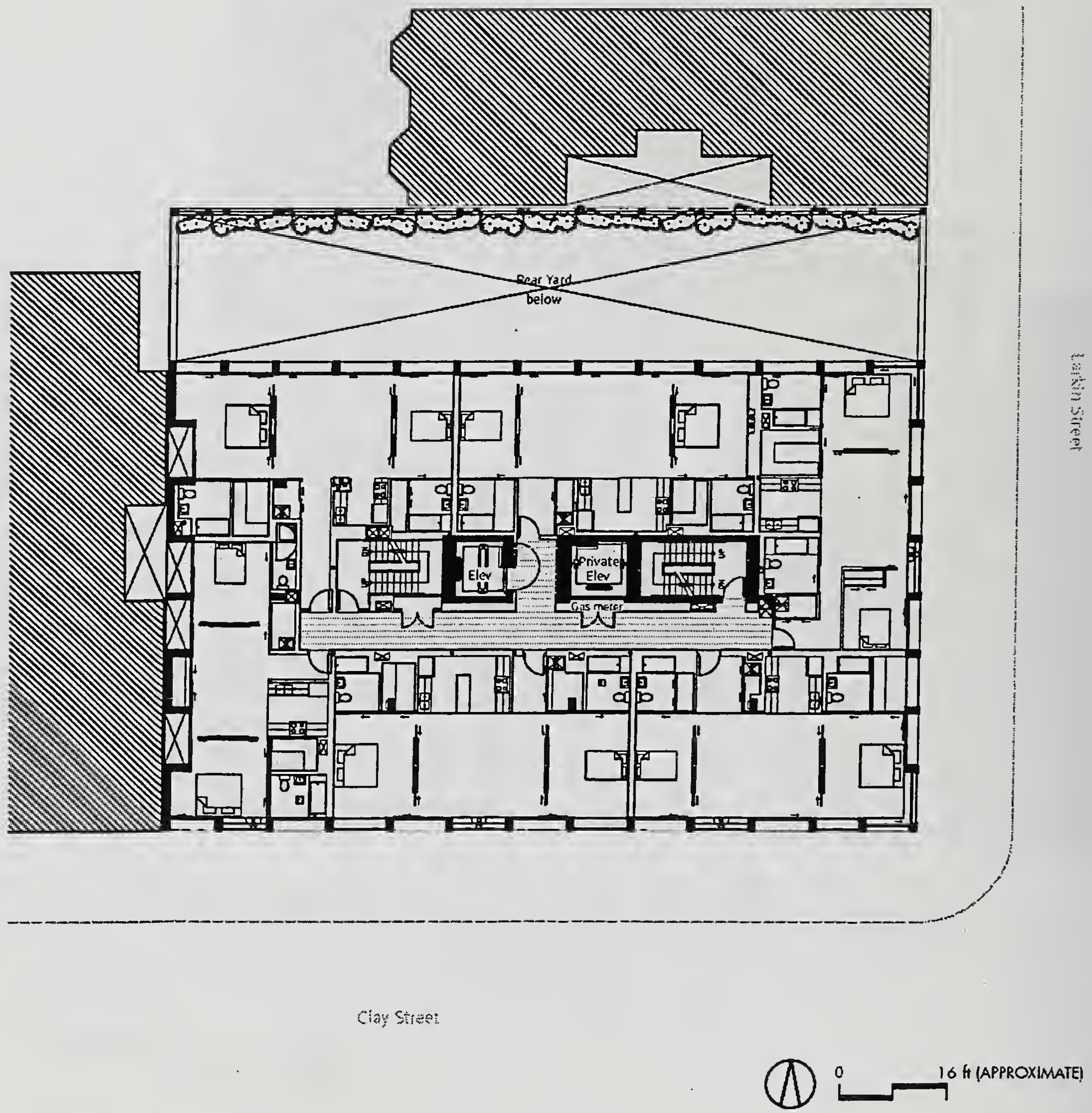
Proposed Ground Floor Plan Figure 3



Source: Stanley Saitowitz/Natoma Architects Inc.

4-26-06

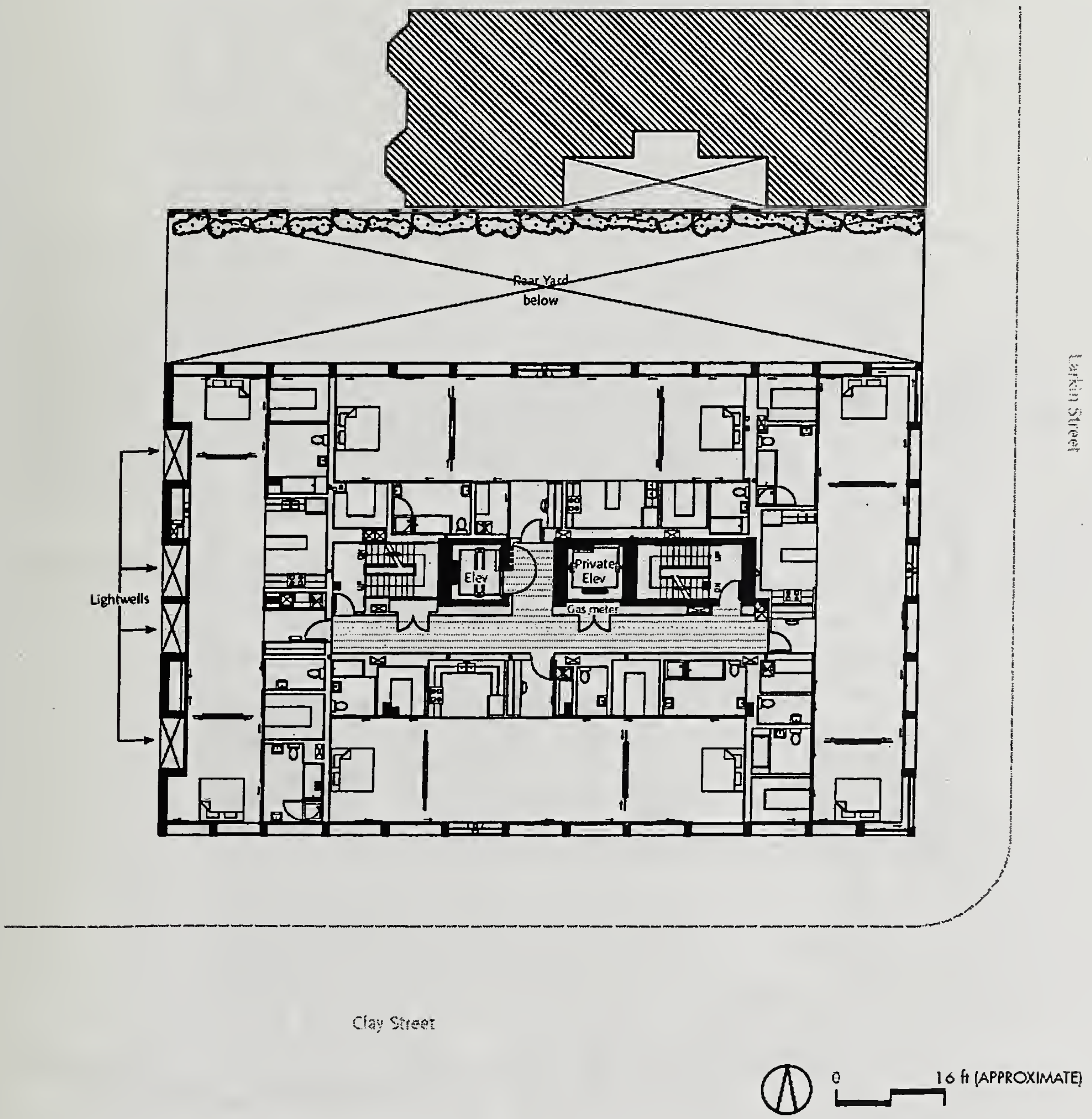
Proposed Residential Floor Plan—Second Level Figure 4



Source: Stanley Saitowitz/Natoma Architects Inc.

4-26-06

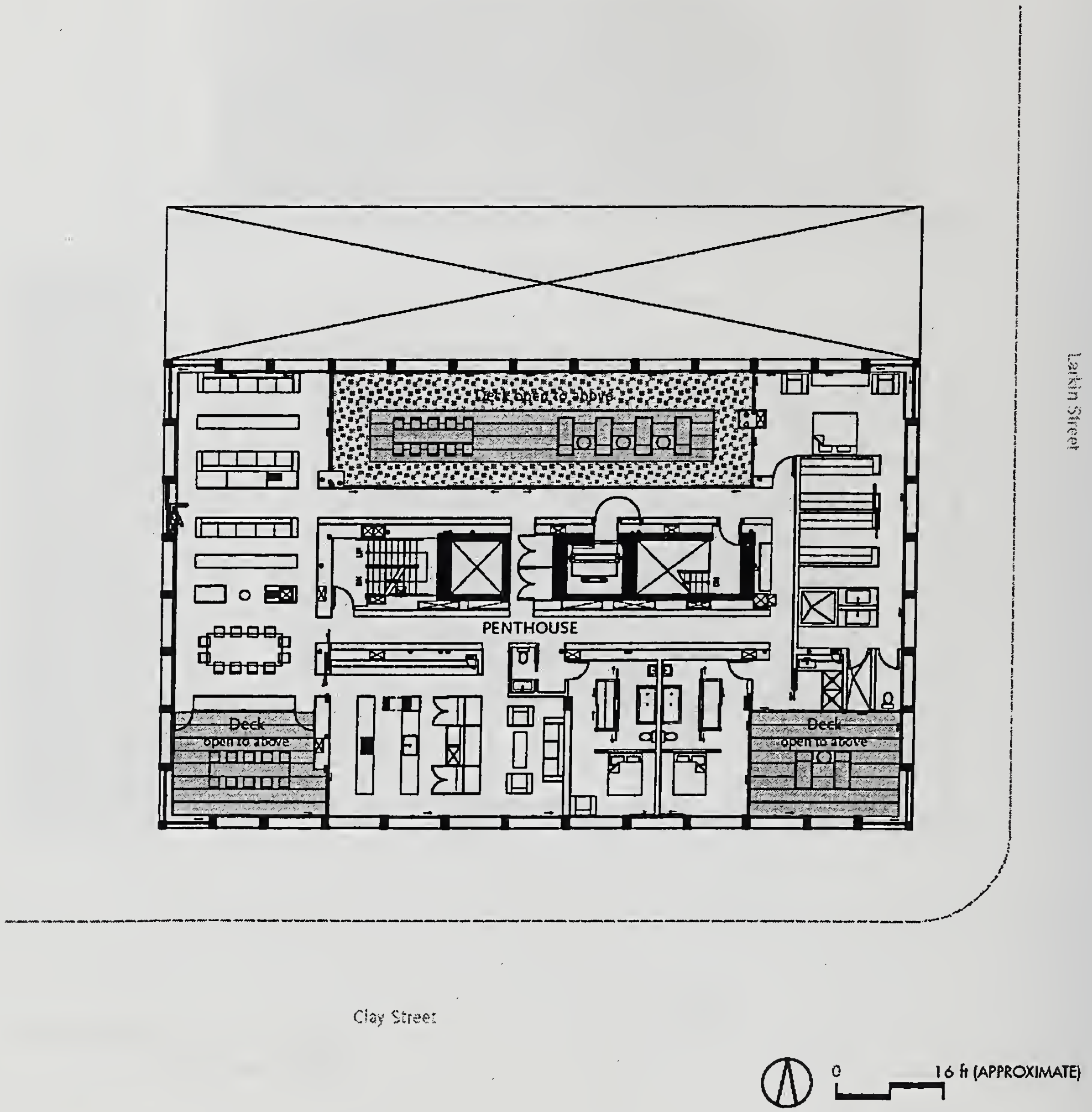
Proposed Residential Floor Plans—Levels Three and Four Figure 5



Source: Stanley Saitowitz/Natoma Architects Inc.

4-25-06

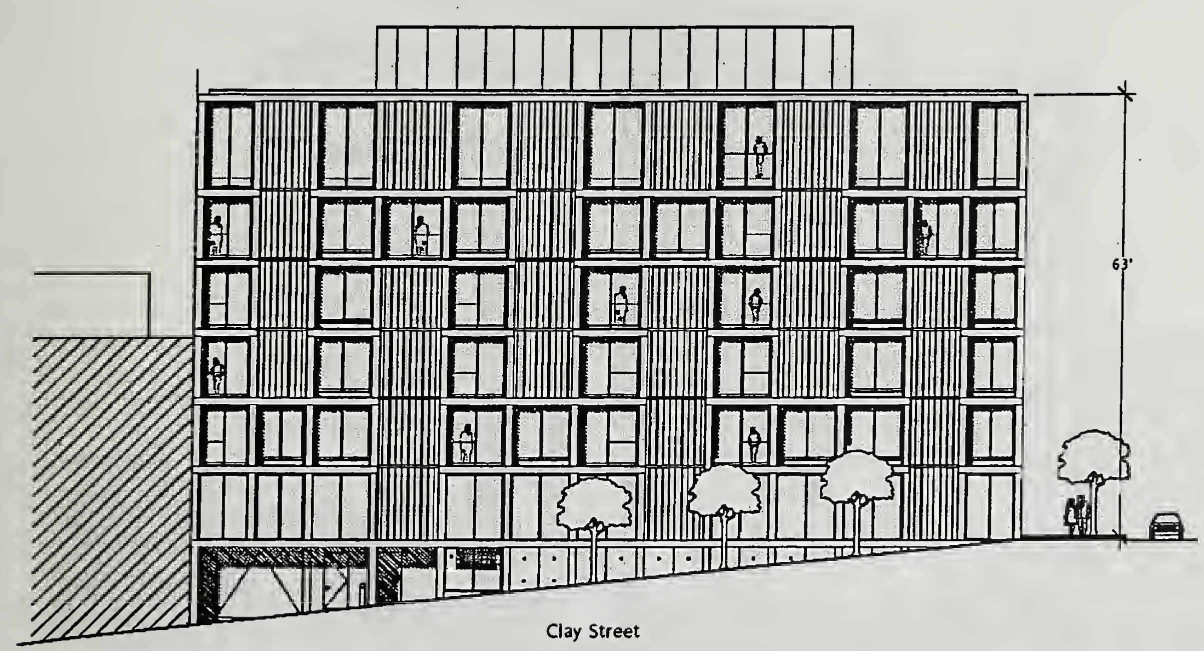
Proposed Residential Floor Plan—Level Five Figure 6



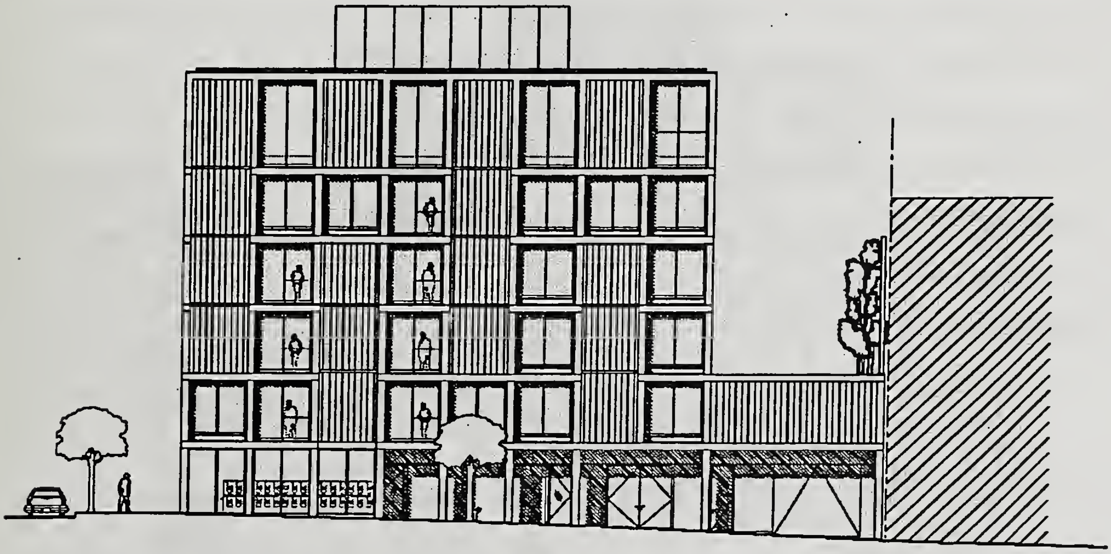
Source: Stanley Saitowitz/Natoma Architects Inc.

4-27-06

Proposed Penthouse Floor Plan Figure 7



Clay Street Elevation



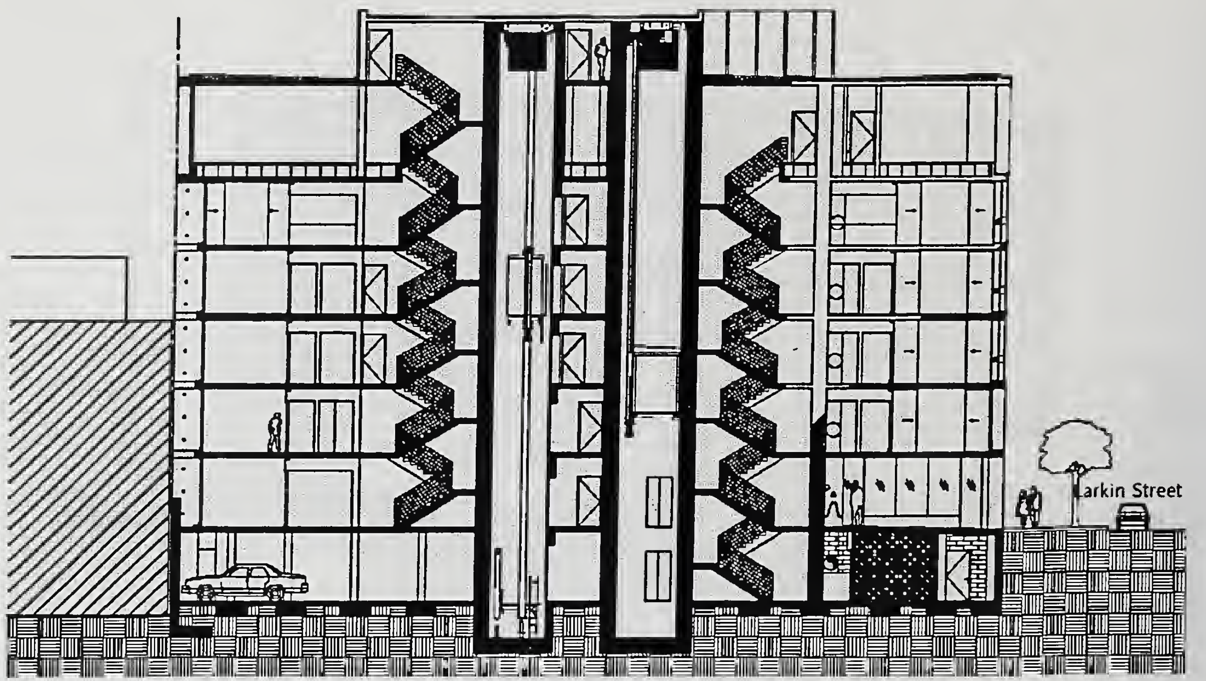
Larkin Street Elevation

0 16 ft (APPROXIMATE)

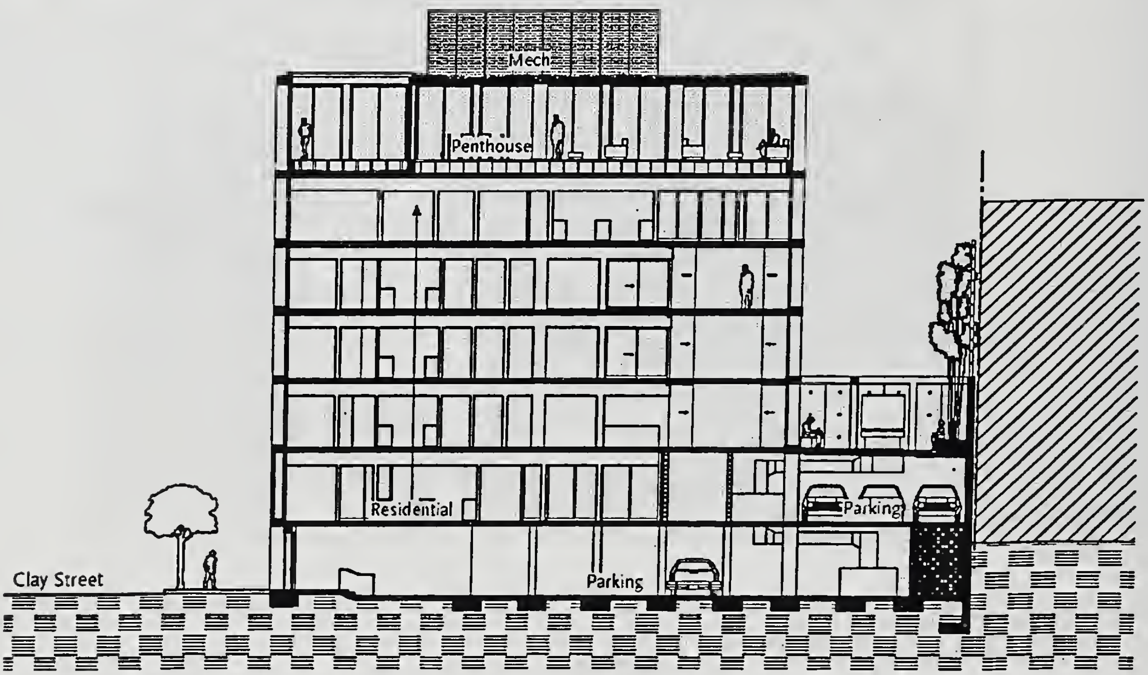
Source: Stanley Saitowitz/Natoma Architects Inc.

4-27-06

Proposed Project Elevations Figure 8



West – East Section



South – North Section

0 16 ft (APPROXIMATE)

Source: Stanley Saitowitz/Natoma Architects Inc.

4-25-06

Proposed Project Sections Figure 9

Table 1 – Project Characteristics

Use/Characteristic	Area/Amount
Parking	12,350 gross sq.ft.
Residential	38,500 gross sq.ft.
Common open space	2,300 gross sq.ft.
Other	14,350 gross sq.ft.
Total	**67,500 gross sq.ft.**
Dwelling units	27
Parking spaces	30
Height of building	63 ft.
Number of stories	6

Source: During Associates, 2006

The main entrance to the residences and the driveway to the ground-floor garage would be on Larkin Street. There would be a main common lobby providing access to the ground-floor units, the elevator, and stairs to the basement garage and storage areas. The penthouse would have a private elevator and separate lobby with access on Larkin Street. A below-grade parking garage containing 21 spaces would have access from Clay Street, which slopes downhill to the west, thereby allowing the garage entrance and exit to be at grade. On Larkin Street there would be a nine-space, ground-level parking garage with approximately 2,300 sq.ft. of rear-yard open space on the one-story garage roof. The proposed project would not provide any off-street loading spaces and would use the existing white loading/unloading space on Larkin Street.

The façade of the building would be formed by an exposed concrete curb and wall grid. Part of the wall grid material would be a translucent glass cladding, creating the appearance of a bay window. Other parts of the grid would be clear glass windows set in an anodized aluminum frame.

Because the project site slopes downhill to the west, construction of the proposed project would require excavation to an average depth of 5.5 feet and removal of approximately 2,700 cubic yards of soil. The proposed project would use a mat foundation. The construction of the proposed project would continue for about 16 months. Assuming construction would begin in the fall of 2006, the project would be ready for occupancy by early-2008.

The project sponsor is the California Nevada Conference of the Methodist Church and Pacific Polk Properties, L.L.C. Stanley Saitowitz, Natoma Architects Inc., is the architect. The proposed project would require a variance from the rear-yard and dwelling unit exposure requirements (Sections 134 and 140 of the *San Francisco Planning Code*, respectively) and Planning Commission authorization for a Conditional Use permit (Section 303) for exceeding the height of 40 feet in a residential district (Section 253). The proposed project would require approval by the Department of Building Inspection (DBI) and Department of Public Works (DPW) for demolition and site permits.

B. PROJECT SETTING

The rectangular-shaped project site is located on the northwest corner of the intersection of Clay and Larkin Streets. The 11,200-sq.-ft. project site contains a vacant parking lot with 10 parking spaces and a vacant, approximately 19,050-sq.-ft. First Methodist Church that was built in 1911. The first floor of the two-story church is divided into several rooms. A chapel is located at the western portion of the first floor. The eastern portion of the first floor is occupied by a storage room, an office, an open area, and two rooms. A residential unit is located at the northern portion of the second floor. A balcony within the chapel is located at the southeastern portion of the second floor. The Head Start Program (preschool) used the basement of the church. There is a kitchen, bathroom, and storage room located at the northwestern portion of the basement level. A furnace, an office, and an additional bathroom are located at the southeastern portion of the basement. The remaining basement area contains a classroom.

The project site is located in the Nob Hill neighborhood on the northwest corner of the intersection of Clay and Larkin Streets. Clay Street is a main, two-lane, one-way street in the easterly direction. Larkin Street is a main, two-way, north-south street with one lane in each direction. There is parking on both sides of both streets.

Land uses in the vicinity of the project site include a predominance of residential, with a concentration of retail and mixed residential/retail uses along Polk Street. In the vicinity, building type, size, and age varies. Height varies from two- to six-story residential structures and one- to six-story mixed-use buildings along Polk Street. The ground floor retail uses are mostly casual or take-out restaurants with some grocery and convenience stores, bars, art galleries, personal grooming, and pet stores.

The project site is located within an RM-3 (Residential Mixed, Medium Density) Zoning District and is one block from the Polk Street Neighborhood Commercial District (NCD). Generally RM-3 Districts are predominantly devoted to apartment buildings of six, eight, ten, or more units with many buildings exceeding 40 feet in height. Although lots and buildings wider than 25 or 35 feet are common, the scale remains moderate through sensitive façade design and segmentation. Open spaces are smaller but decks and balconies are common. Supporting non-residential uses are often found in RM-3 Districts.

There are a variety of residential uses dominating the surrounding area with zoning districts ranging from RM-1 (Residential Mixed, Low Density) and RM-2 (Residential Mixed, Moderate Density) to RC-4 (Residential-Commercial Combined, High Density) and RH-3 (Residential House, Three-Family). These districts reflect different densities and types of uses that produce the built character of the different neighborhoods. The purpose of the NC District is to offer a wide variety of comparison and specialty goods and services to a population greater than the immediate neighborhood and provide convenience goods and services to the surrounding neighborhoods. The Polk Street NCD extends for a mile as a north-south linear strip and includes a portion of Larkin Street between Post and California Streets. Polk Street's dense mixed-use character consists of buildings with residential units above ground-floor commercial use. This NCD has an active and continuous commercial frontage along Polk Street. Larkin Street and side streets in the District have a greater proportion of residences than Polk Street itself. The Polk Street NCD allows most commercial uses in the first two stories and limits new eating, drinking, other entertainment, and financial service uses to reduce new parking congestion, noise, and other associated nuisances. Height-Bulk Districts in the vicinity include 40-X, 50-X, 80-A, 80-B, 80-D, 105-D, 130-E, and 240-E, while the project site is in the 65-A Height-Bulk District.

Noteworthy landmark buildings in the vicinity include the Colonial Dames Octagon House at 2645 Gough Street near Union Street; The Burr House at 1772 Vallejo Street, near Gough Street; and the Feusier Octagon House at 1067 Green Street, between Jones and Leavenworth Streets. In addition, Broadway, four blocks to the north of the project site, connects the vicinity of the project site on the west side of Russian Hill to Chinatown, the financial district, North Beach, and the Embarcadero to the east of Russian Hill. The Romanesque St. Brigid's Church stands on the southwest corner of the intersection of Van Ness Avenue and Broadway seven blocks northwest from the proposed project site.

Land uses on the project block are mostly residential with some retail. The one-story building on Washington Street at the corner of Polk is used by a pet shop (1677 Washington Street). Seven residential buildings include the following: four three-story buildings (three units at 1665-69 and 1659-63 Washington, four units at 1625-31 Washington, and five units at 1605 Washington); and three four-story buildings (six units at 1651-57 Washington; ten units at 1641 Washington; and six units at 1633-39 Washington). There are similar residential uses and buildings across Washington Street.

There are four residential buildings on Larkin Street: one three-story, six-unit building (1637 Larkin) and three four-story buildings (12 units at 1651 Larkin, eight units at 1631 Larkin, and seven units at 1625 Larkin). There are similar residential buildings across Larkin Street, three of which are five stories tall (1600, 1624, and 1638 Larkin Street).

Clay Street has eight residential buildings: one two-story, two-unit building (1664-66 Clay); two three-story buildings (six units at 1630 Clay and five units at 1654-1662 Clay); and five four-story buildings (10 units at 1640 Clay, 12 units at 1644 Clay, 14 units at 1650 Clay, 12 units at 1668-70 Clay [including one additional "manager" unit on the ground level], and 16 units at 1680 Clay). There are similar residential buildings across Clay Street.

The three-story building on Polk Street at Clay has eight residential units on the upper two floors (four units at 1702 Polk Street and four units at 1714 Polk), and five retail businesses on the ground floor along Polk Street: a grocery/liquor store (1700 Polk), a restaurant (1710 Polk), a vacant jewelry and watch business (1710A Polk), a restaurant (1718 Polk), and an art gallery (1718A Polk). A retail cookie outlet and a nail salon use the one-story building at 1720 Polk Street. The two-story building at 1726-1730 Polk Street has one residential unit on the upper floor and a restaurant on the ground floor. A grocery store is in the one-story building at 1732 Polk Street. The three-story building contains 10 residential units on the upper two floors (1740 Polk) and an antique business and an art gallery on the ground floor (1738 and 1742 Polk, respectively). The one-story building at 1750 and

1754 Polk Street are used by an art gallery, bar, and a cafe/deli. The one-story building on the corner with Washington Street contains a restaurant (1760 Polk). There are similar mixed-use buildings across Polk Street.

C. Approvals Required

The proposed project would require a Conditional Use Authorization from the Planning Commission for exceeding the height of 40 feet in a residential district (*Planning Code*, Section 303 and Section 253). The proposed project would require a variance from the rear yard and dwelling unit exposure requirements (*Planning Code,* Sections 134 and 140, respectively). The proposed project would also require approval by the DBI and the DPW for demolition and site permits. Any curb or road modifications would require approval by the Department of Parking and Traffic (DPT).

II. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH ZONING, PLANS, AND POLICIES

	N/A	Discussed
1. Discuss any variances, special authorizations, changes proposed to the City *Planning Code* or Zoning Map, if applicable.	☐	■
2. Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	☐	■

San Francisco Planning Code

The *San Francisco Planning Code (Planning Code)*, which incorporates the City's Zoning Maps, implements the San Francisco *General Plan* and governs permitted uses, densities, and configuration of buildings within the City. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless (1) the proposed project conforms to the *Planning Code*, (2) an allowable exception is granted pursuant to provisions of the *Planning Code*, or (3) amendments to the *Planning Code* are included as part of the project.

The project site is located in the RM-3 District and is within the 65-A Height and Bulk District, where the proposed residential use is permitted. The RM-3 District allows a density of one dwelling unit per 400 sq.ft. of lot area. The 11,200-sq.-ft. project site would thus allow a maximum of 28 dwelling units. The proposed project would include 27 dwelling units and would not exceed the permitted dwelling unit density. Pursuant to *Planning Code* Section 134, in RM-3 Districts the minimum rear yard depth shall be equal to 25 percent of the total depth of the lot and be provided at grade level and at each succeeding story of the building. Although the proposed project would include common open space, it would not comply with the rear yard and dwelling unit exposure requirements. Accordingly, the proposed project would require a variance from the rear yard requirements.

Pursuant to *Planning Code* Section 135, the proposed project would be required to provide 60 sq.ft. of private usable open space for each dwelling unit or 79.8 sq.ft. of common usable open space provided that it is at least 15 feet in every horizontal dimension and has a minimum area of 300 sq.ft.. The proposed project would meet the open space requirements of the *Planning Code.* Pursuant to *Planning Code* Section 140, in each dwelling unit the required window shall face directly on an open area of one of the following types: 1) a public street, public alley at least 25 feet in width; 2) side yard at least 25 feet in width; 3) or rear yard meeting the requirements of the *Planning Code.* A number of units in the proposed project have a required window that faces the rear yard. Since the rear yard requires a variance and thus, does not meet the requirements of the *Planning Code*, the proposed project would need a variance from the dwelling unit exposure requirements.

Pursuant to *Planning Code* Section 151, the proposed project would be required to provide one off-street parking space per dwelling unit. The proposed project would provide 30 off-street parking spaces, which meets the minimum parking requirement and does not exceed the permitted maximum amount classified as accessory parking under Section 204.5 of the *Planning Code.* While at approximately 63 feet high the proposed project would be within the allowable height of 65 feet, it would require a Conditional Use Authorization from the Planning Commission for exceeding the height of 40 feet in a residential district.

In summary, the proposed project would require a Conditional Use Authorization from the Planning Commission and a variance from the Zoning Administrator.

The proposed project would also require approval by the DBI and DPW for demolition and site permits.

Plans and Policies

The *San Francisco General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The proposed project would not obviously or substantially conflict with any such policy. The compatibility of the proposed project with *General Plan* policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision whether to approve or disapprove the proposed project and any potential conflicts identified as part of that process would not alter the physical environmental effects of the proposed project.

Environmental plans and policies are those, like the Bay Area Air Quality Plan, which directly address physical environmental issues and/or contain targets or standards and which must be met in order to preserve or improve characteristics of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the City *Planning Code* to establish eight Priority Policies. These policies are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character; (3) preservation and enhancement of affordable housing; (4) discouragement of commuter automobiles; (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; (6) maximization of earthquake preparedness; (7) landmark and historic building preservation; and (8) protection of open space. Prior to issuing a permit for any project that requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action that requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The Priority Policies, which provide general policies and objectives to guide certain land use decisions, contain some policies that relate to physical environmental issues. The proposed project would not obviously or substantially conflict with any such policy. As part of its decision to approve, modify, or disapprove the project, the Planning Commission will consider other potential conflicts with Priority Policies and decide whether, on balance, the project is consistent with the Priority Policies.

B. ENVIRONMENTAL EFFECTS (Initial Study Checklist)

Most items on the Initial Study Checklist have been checked "No," except the historic architectural resource impact due to demolition of the church, indicating that Planning Department staff has determined that the proposed project could have a significant adverse environmental effect and an Environmental Impact Report (EIR) will be prepared. In a few cases, items have not been checked, but have been indicated as "To be Determined" and an analysis will be conducted in the forthcoming EIR. Several of the Checklist items have also been checked "Discussed," indicating that the Initial Study text includes discussion about those particular issues. For all of the items checked "No" without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Department, such as the Department's *Transportation Impact Analysis Guidelines for Environmental Review*, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

1. **Land Use** – Could the project:	Yes	No	Discussed
a. Disrupt or divide the physical arrangement of an established community?	☐	■	■
b. Have any substantial impact upon the existing character of the vicinity?	☐	■	■

Land use impacts are considered significant if they would disrupt or divide the physical arrangement of an established community, or if they would substantially and adversely change the existing land use character of the vicinity. As noted in the project description, the project site is within a RM-3 (Residential Mixed, Medium Density) Zoning District and a 65-A Height and Bulk District. Generally RM-3 Districts are predominantly devoted to apartment buildings of six, eight, ten, or more units with many buildings exceeding 40 feet in height.

The surrounding area has a variety of land uses, including a predominance of residential uses. There are different building types, sizes, and ages in the vicinity. They range from two- to six-story residential flats and apartment buildings, and from one- to six-story mixed-use buildings along Polk Street with ground-floor retail uses including casual or take-out restaurants with some grocery and convenience stores, bars, art galleries, personal grooming, and pet stores. The predominant height of buildings in the surrounding area is three to five stories.

The proposed project would replace the existing vacant First Methodist Church with a 63-foot-high, six-story-tall building that would contain 27 multi-family residential units and 30 off-street parking spaces in two separate parking levels (one ground level and one below grade). The proposed project would not divide the physical arrangement of its block or surrounding area. It would be incorporated within the existing lot pattern and established street plan and would not impede the passage of persons or vehicles. The surrounding uses and activities would continue on their own sites and would interrelate with each other as they do at present, without significant disruption from the proposed project. The proposed project's residential use would not be a new use for the surrounding area, but would extend the existing residential uses onto the project site. Although the proposed project would intensify use of the project site and be one to three stories taller than most of the other buildings nearby, it would be compatible with the existing medium density mixed residential character of the surrounding area. The proposed residential use, density, and height is permitted in the RM-3 Zoning District and the 65-A Height and Bulk District.

While the proposed project would be a change to the existing land use on the project site from a church to residential, the proposed project's impacts relating to land use are considered less than significant under CEQA, for the reasons discussed above. Based on the existing developed land use character of the area and existing land use controls, the proposed project would not be expected to contribute to significant cumulative effects. However, land use issues will be discussed further in the EIR for informational purposes.

2. Visual Quality – Could the project:	Yes	No	Discussed
a. Have a substantial, demonstrable negative aesthetic effect?	To be Determined		
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	☐	■	■
c. Generate obtrusive light or glare substantially impacting other properties?	☐	■	■

Aesthetic Effect

The visual character of the project vicinity is urban, residential, and developed, reflecting the medium density, mixed residential uses of an RM-3 Zoning District and a 65-A Height and Bulk District. The surrounding area has a variety of different building types, sizes, and ages. They range from two- to six-story residential flats and apartment buildings. The predominant height range of buildings in the surrounding area is three to five stories. The site is currently occupied by the existing vacant, 54-foot-high First Methodist Church built in 1911. The project site is visible from nearby portions of Larkin and Clay Streets. Views of the project site from more distant street-level vantage points are screened by intervening buildings.

The proposed project would replace the existing 54-foot-high church building with a 63-foot, six-story-tall residential building with 27 multi-family units and 30 off-street parking spaces on two separate parking levels (one at ground level and one below grade). The visual character of the proposed project would be distinctly urban and residential (see Figures 8 and 9, pages 9 and 10, above). The design of the building would be contemporary in character, with rectilinear form and massing, and would be built to the lot line on Larkin and Clay Streets, similar to most existing buildings in the neighborhood. The proposed project would be one to three stories taller than most buildings in the immediate vicinity. The visual character and massing of the proposed project would be aesthetically consistent with the largely residential urban form of the existing neighborhood.

Design and aesthetics are, by definition, subjective and open to interpretation by decision-makers and members of the public. A proposed project would, therefore, be considered to have a significant adverse effect on visual quality under CEQA only if it would cause a substantial and demonstrable negative change. The aesthetic effects of the proposed project will be evaluated further in the EIR.

Scenic Views from Public Areas

The project site is visible from nearby portions of Clay Street and Larkin Street, but most views of the project site from more distant street-level vantage points are screened by intervening buildings. Public areas in the vicinity of the project site consist of public streets and sidewalks. Lafayette Park is approximately three and a half blocks west of the project site where Clay Street dead-ends at the eastern boundary of the park at a higher elevation than the project site. The proposed project would be visible from portions of Lafayette Park, but due to the change in elevation, no public vistas would be blocked. The proposed project would be visible from nearby portions of Clay and Larkin Streets but would not obstruct views along these corridors as it would be built within the existing street and lot pattern. In summary, the proposed project would not substantially degrade or obstruct any scenic view or vista now observed from public areas. This issue would not be assessed further in the EIR.

Views from Private Residences

The proposed project could be visible from residential buildings on Larkin and Clay Streets for a half to a full block from the project site. From all of these private residences, the proposed project would change the view of the project site and could block views of a portion of the sky. The project would be one-story at the existing parking lot, and the new residential building would have approximately the same footprint as the existing Church. Although some reduced private views would be an unavoidable consequence of the proposed project and would be an undesirable change for those individuals affected, the change in views would not exceed that commonly expected in an urban setting. As indicated above, the proposed project would not substantially degrade or obstruct scenic views from public areas. This issue would not be discussed further in the EIR.

Light and Glare

The proposed project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. The project site is occupied by a vacant church. The proposed project would replace this use with a six-story residential building with ground floor and basement-level parking. The project would include outdoor lighting typical of other multi-unit residential uses in the project vicinity. The building would give off more light than the existing building due to the proposed project's larger size and area of glazing. However, these effects are typical of other similar structures in the area and would not substantially impact other properties. Accordingly, this issue would not be assessed further in the EIR.

Conclusion

The proposed project's aesthetic effect will be evaluated in the EIR. Since the proposed project would not substantially degrade or obstruct a scenic vista observed from a public area or generate obtrusive light and glare, these less-than-significant impacts will not be analyzed further in the EIR.

	3. **Population** – Could the project:	Yes	No	Discussed
a.	Induce substantial growth or concentration of population?	☐	■	■
b.	Displace a large number of people (involving either housing or employment)?	☐	■	■
c.	Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	☐	■	☐

The proposed project would add 27 residential units to the City's housing stock. Based on the 2000 Census for the proposed project's Census Tract's (CT110) population per household of 2.05 persons per unit, the proposed development would accommodate approximately 55 people.[1] Currently, there are no existing residents in the church. The net increase in daily population on the project site of approximately 55 people may be noticeable to nearby workers, residents, and visitors. It would not, however, substantially increase the area-wide population, and the resulting density would not exceed levels that are common and accepted in high-density urban areas such as San Francisco. Therefore, the project's population increase would not be a significant effect.

The project site contains the vacant church with no existing residents or businesses. Thus, the proposed project would not displace existing residents, businesses, or employees.

In March 2001, the Association of Bay Area Governments (ABAG) projected regional needs in the Regional Housing Needs Determination 1999-2006 allocation. The projected need of the City through 2006 is 20,327 dwelling units, or an average yearly need of 2,716 net new dwelling units. The proposed project would add a net of 27 dwelling units to the City's broader need for additional housing in a citywide context in which job growth and in-migration outpace the provision of new housing.

Additionally, the proposed project would not result in cumulative population impact, as it would add a negligible number of new residents to the neighborhood. Based on the above analysis, no significant physical environmental effects on housing demand or population would occur due to the proposed project and this issue will not be assessed further in the EIR.

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[1] US Census Department. Table QT-H3, Household, Population, and Household Type by Tenure, Census 2000 Summary File. Census Tract 110, San Francisco County, California. This table is available for public review by appointment as part of Project File No. 2004.0557E at the Planning Department, 1660 Mission Street, Suite 500, San Francisco.

4. **Transportation/Circulation** – Could the project:	Yes	No	Discussed
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	To be Determined		
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	To be Determined		
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	To be Determined		
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	To be Determined		

The proposed project would include 27 dwelling units and 30 parking spaces (nine on the ground level and 21 below grade). The increase in residents on the project site would increase demands on the local transportation system, including traffic, transit, and parking. The EIR will discuss project effects related to transportation and circulation, including intersection operations, transit demand, and impacts on pedestrian circulation, parking, bicycles, and freight loading, as well as construction impacts. The analysis will also consider potential development occurring in the project vicinity. Transportation effects will be assessed in the EIR.

5. **Noise** – Could the project:	Yes	No	Discussed
a. Increase substantially the ambient noise levels for adjoining areas?	☐	■	■
b. Violate Title 24 Noise Insulation Standards, if applicable?	☐	■	■
c. Be substantially impacted by existing noise levels?	☐	■	■

Effects on Ambient Noise Levels

The urban setting of the project area includes numerous potential sources of noise. Traffic is the noise source that makes the greatest contribution to ambient noise levels throughout most of San Francisco. Traffic volumes in an area would have to approximately double before the attendant increase in ambient noise levels would be noticeable to most people. Although traffic volumes would increase in the immediate project vicinity, it is not anticipated that these volumes would double on any nearby streets as a result of proposed project. Therefore, substantial increases in traffic noise levels would not be anticipated in the project area, and traffic noise will not be analyzed further in the EIR.

The proposed project may include mechanical equipment, such as forced air mechanical ventilation, which could produce operational noise. These operations would be subject to the San Francisco Noise Ordinance, Article 29, Section 2909, which limits noise from building operations. Substantial increases in the ambient noise level due to building equipment noise would not be anticipated. The new residential units would generate noise similar to that generated by the nearby existing residential and other uses, and would not result in significant noise impacts.

The proposed development would consist of residential uses. Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects. DBI would review the final building plans to ensure that the building wall and floor/ceiling assemblies meet State standards regarding sound transmission. Because the proposed development would comply with Title 24 noise insulation requirements, it would not substantially impact project residents.

Construction Noise

Demolition, excavation, and project construction would temporarily increase noise in the project vicinity. Construction would take approximately 16 months. During the majority of construction activity, noise levels would be above existing levels in the project area. Construction noise would fluctuate depending on the construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers. There would be times when noise could interfere with indoor activities in nearby residences, offices, and other businesses near the project site. Noise impacts would be temporary in nature and limited to the period of construction.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the *Police Code*). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source.[2] Impact tools, such as jackhammers and impact wrenches, must have both intake and exhaust muffled to the satisfaction of the Director of DPW. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m. if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of DPW. The project demolition and construction operations would comply with Noise Ordinance requirements, and construction is not expected to occur after 8:00 p.m. Compliance with the Noise Ordinance is required by law and would ensure that construction noise impacts would be less than significant.

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[2] dBA is the symbol for decibels using the A-weighted scale. A decibel is a unit of measurement for sound loudness (amplitude). The A-weighted scale is a logarithmic scale that approximates the sensitivity of the human ear.

In summary, project-related noise, including traffic, construction, operational, and interior noise, would not result in significant environmental impacts. Therefore, noise effects will not be discussed further in the EIR.

6. Air Quality/Climate – Could the project:	Yes	No	Discussed
a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	☐	■	■
b. Expose sensitive receptors to substantial pollutant concentrations?	☐	■	■
c. Permeate its vicinity with objectionable odors?	☐	■	■
d. Alter wind, moisture, or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	☐	■	■

Air Quality

The Bay Area Air Quality Management District (BAAQMD) has established thresholds for projects requiring its review for potential air quality impacts.[3] These thresholds are based on minimum size projects that BAAQMD considers capable of producing air quality problems due to vehicular emissions. BAAQMD generally does not recommend a detailed air quality analysis for residential projects with fewer than 320 single-family or 510 multi-family units, or projects that would generate fewer than 2,000 vehicle trips per day. The proposed project would have 27 multi-family units, substantially less than the 510 multi-family unit minimum size project beyond which BAAQMD requires a detailed air quality analysis. Therefore, no detailed air quality analysis is needed, and no significant air quality impacts due to vehicular emissions would be generated by the proposed project. Due to the small number of residential units proposed, the project is not expected to be a significant contributor to cumulative air quality impacts.

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[3] Bay Area Air Quality Management District. BAAQMD CEQA Guidelines. Page 25, April 1996, revised December 1999.

Demolition, excavation, grading, foundation construction, and other ground-disturbing construction activity would temporarily affect localized air quality for about one month during excavation, shoring, and grading, and for about five months during construction of the foundation, retaining walls, garage floor and the podium platform, causing temporary and intermittent increases in particulate dust and other pollutants. Excavation and movement of heavy equipment could create fugitive dust and emit nitrogen oxides (NOx), carbon monoxide (CO), sulphur dioxide (SO_2), reactive organic gases or hydrocarbons (ROG or HC), and particulate matter with a diameter of less than 10 microns (PM_{10}) as a result of diesel fuel combustion. Fugitive dust is made up of particulate matter including PM_{10} and $PM_{2.5}$. Soil movement for foundation excavation and site grading would create the potential for wind-blown dust to add to the particulate matter in the local atmosphere while soil is exposed.

Sensitive receptors in proximity to the project site include the Spring Valley Elementary School and Child Development Center at 1451 Jackson Street, approximately two blocks north of the proposed project site; the small neighborhood open space with play areas for smaller children and benches one block east across Hyde Street on Washington Street. Another public land use that would attract sensitive receptors is the Helen Willis Park on the southwest corner of the intersection of Broadway and Larkin Street, four blocks north of the project site. More generally, some of the residents in the surrounding residential neighborhood are children, elderly, or infirm. As a result, seniors or children, or other potentially sensitive receptors near the proposed project may be exposed to some limited airborne dust associated with the project demolition and ground-disturbance activities.

While construction emissions would occur in short-term, temporary phases, they could cause adverse effects on local air quality. The BAAQMD, in its *CEQA Guidelines*, has developed an analytical approach that obviates the need to quantitatively estimate these emissions. The BAAQMD has also identified a set of feasible PM_{10} and $PM_{2.5}$ control measures for construction activities. Soil movement for foundation excavation and site grading would create the potential for wind-blown dust to add to the particulate matter in the local atmosphere while soil is exposed. In order to reduce the quantity of dust generated during site preparation and construction, the project sponsor has agreed to implement Mitigation Measure 1, Construction Air Quality (page 52). With implementation of Mitigation Measure 1, the proposed project would not have significant construction-related air quality impacts. Air quality effects, including those from construction activity, will not be assessed further in the EIR.

The BAAQMD neither recommends quantified analysis of cumulative construction emissions nor provides thresholds of significance that could be used to assess cumulative construction impacts. The construction industry, in general, is an existing source of emissions within the Bay Area. Construction equipment operates at one site on a short-term basis and, when finished, moves on to a new construction site. Because construction activities would be temporary, the contribution to the cumulative context is so small as to be virtually immeasurable, and all of the appropriate and feasible construction-related measures recommended by the BAAQMD would be implemented (see Mitigation Measure 1, Construction Air Quality, on page 52), the contribution of construction emissions associated with the proposed project would not be cumulatively considerable.

Shadow

Section 295 of the *Planning Code* was adopted in response to Proposition K (passed November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. *Planning Code* Section 295 restricts net new shadow on public open spaces under the jurisdiction of, or to be acquired by, the Recreation and Park Commission by any structure exceeding 40 feet unless the Planning Commission, in consultation with the Recreation and Park Commission, finds the impact to be less than significant. To determine whether this project would conform with Section 295, a shadow fan analysis was prepared by Planning Department staff.[4] The analysis concluded that the proposed project would not cast shadow on any public areas protected by Section 295. Therefore, the proposed project would not result in a significant shadow impact. Shadow effects will not be assessed further in the EIR.

The proposed project would add new shade to portions of the project site as well as to surrounding properties. However, because of the height of the proposed building and the configuration of existing buildings in the vicinity, the net new shading which would result from the project's construction would be limited in scope, and would not increase the total amount of shading above levels which are common and generally accepted in urban areas. While the San Francisco Planning Department, as a lead agency, has chosen to incorporate the issue of the sun shading effects of proposed projects on public open spaces under the jurisdiction of or to be acquired by the Recreation and Park Commission, due to the dense urban fabric of the City, the loss of sunlight on private residences or property is rarely considered to be a significant impact on the environment under CEQA. Although residents may regard the increase in shadow during any time of the year an inconvenience, the limited amount of increase in shading would not be considered a significant or adverse impact under CEQA.

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[4] Michael Li, San Francisco Planning Department, letter dated June 23, 2006. A copy of this letter is available for public review by appointment as part of Project File No. 2004.0557E at the Planning Department, 1660 Mission Street, Suite 500, San Francisco.

Wind

A wind impact evaluation for the proposed project was performed by a qualified consulting meteorologist, the results of which are presented below.[5]

Winds in San Francisco are generally from the west, off the Pacific Ocean. Wind speeds, in general, are greatest in the spring and summer, and least in fall. Daily variation in wind speed is evident, with the strongest wind in the late afternoon and lightest winds in the morning.

Ground-level wind accelerations near buildings are controlled by exposure, massing, and orientation. Exposure is a measure of the extent that the building extends above surrounding structures into the wind stream. A building that is surrounded by taller structures is not likely to cause adverse wind accelerations at ground level, while even a small building can cause wind problems if it is freestanding and exposed. Massing is important in determining wind impact because it controls how much wind is intercepted by the structure and whether building-generated wind accelerations occur above ground or at ground level. In general, slab-shaped buildings have the greatest potential for wind problems. Buildings that have an unusual shape or utilize setbacks have a lesser effect. A general rule is that the more complex the building is geometrically, the lesser the probable wind impact at ground level. Orientation determines how much wind is intercepted by the structure, a factor that directly determines wind acceleration. In general, buildings that are oriented with their wide axis across the prevailing wind direction will have a greater impact on ground-level winds than a building oriented with its long axis along the prevailing wind direction.

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[5] Donald Ballanti, Certified Consulting Meteorologist, Letter to Stu During, During Associates. Wind Impact Evaluation for the Proposed 1601 Larkin Street Project. September 23, 2005. This letter is available for public review by appointment as part of Project File No. 2004.0557E at the Planning Department, 1660 Mission Street, Suite 500, San Francisco.

The comfort of pedestrians varies under different conditions of sun exposure, temperature, clothing, and wind speed. Winds up to 4 miles per hour have no noticeable effect on pedestrians at ground level. With winds from 4 to 8 miles per hour, wind is felt on the face. Winds from 8 to 18 miles per hour disturb hair, cause clothing to flap, and extend a light flag mounted on a pole. Winds from 19 to 26 miles per hour are felt on the body. With winds from 26 to 34 miles per hour, umbrellas are used with difficulty, hair is blown straight, walking steadily is difficult, and wind noise is unpleasant. Winds more than 34 miles per hour make it difficult to maintain one's balance, and gusts can blow a person over. The *Planning Code* establishes comfort criteria of wind speed up to 7 mph in public seating areas and up to 11 mph in areas of substantial pedestrian use and states that new buildings and additions to buildings may not cause ground-level winds to exceed these levels more than 10 percent of the time. Section 148 of the City *Planning Code* also establishes as a hazard criterion an equivalent wind speed of 26 miles per hour for a single full hour per year. No building or addition would be permitted that would cause wind speeds to exceed the hazard level for more than one hour of any year.

The project site is bounded by Larkin and Clay Streets. The project site is on the southeast corner parcel of the block formed by Larkin, Clay, Polk, and Washington Streets. The site is currently occupied by a 55-foot-high church. Building heights near the project site vary generally between three and five stories. The proposed project would construct a 63-foot-tall, six-story building covering the entire site on the ground floor, and increasing building height by eight feet.

The site is generally sheltered from prevailing winds for the following reasons. For northwesterly and westerly winds, the existing and surrounding three- and four-story structures to the north and west within the project site's block provide substantial buffer. Wind sheltering limits the strength of any wind accelerations that would occur at ground level.

The proposed project would result in a six-story building covering the entire site on the ground floor and would increase building height on site by approximately eight feet. The project would have little potential to cause substantial wind accelerations at ground level. Based on considerations of exposure, massing, and orientation of the proposed project, the independent consultant does not expect that the proposed project would have the potential to cause significant changes to the wind environment in pedestrian areas adjacent to or near the site in spite of the increase in building height. Since the wind environment would not be substantially changed with the project, and no wind exceedences would be anticipated, project wind impacts would be less than significant. Additionally, cumulative wind impacts are not expected to be significant. Wind impacts will not be assessed further in the EIR.

7. **Utilities/Public Services** – Could the project:	Yes	No	Discussed
a. Breach published national, state, or local standards relating to solid waste or litter control?	☐	■	■
b. Extend a sewer trunk line with capacity to serve new development?	☐	■	■
c. Substantially increase demand for schools, recreation or other public facilities?	☐	■	■
d. Require major expansion of power, water, or communications facilities?	☐	■	■

Solid Waste

San Francisco's solid waste is disposed of at the Altamont Landfill in Alameda County. A substantial expansion of the landfill was approved in 2000 and construction is expected to begin in 2006. This expansion will substantially increase Altamont Landfill's capacity to accommodate future waste generation by the landfill's existing clients, including San Francisco. The solid waste associated with the project construction and operation would not substantially affect the projected life of the Altamont Landfill. The size and types of uses proposed with the proposed project would not be expected to result in the breach of published national, state, or local standards relating to solid waste or litter control. Therefore, the proposed project would result in a less-than-significant solid waste impact.

Sewer and Wastewater Treatment Plant Capacity

The project site is served by San Francisco's combined sewer system, which handles both sewage and storm water runoff. No major new sewer construction would be needed to serve the proposed project and extension of a sewer trunk line with capacity to serve new development beyond the proposed project would not be required. Wastewater treatment for the east side of the City is provided primarily by the Southeast Water Pollution Control Plant. The project would meet wastewater pre-treatment requirements of the San Francisco Public Utilities Commission, as required by the San Francisco Industrial Waste Ordinance.[6] Because impervious surfaces in built environments comprise entirely the storm water runoff, and the project site is currently covered with impervious surfaces, the project would have little effect on the total storm water volume discharged through the combined sewer system. Storm water runoff (as opposed to sewage) comprises the majority of the total flow treated by the City's combined sewer system, and the sewage generated by the project's 55 new residents would be a fractional amount of the sewage generated by the City's inhabitants. For these reasons the proposed project would not result in a substantial increase in demand for wastewater treatment and thus, would result in a less-than-significant impact.

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[6] City and County of San Francisco. San Francisco Municipal Code (Public Works), Ordinance No. 19-92, Part II, Chapter X, Article 4.1 (amended). January 13, 1992.

Public Services

Police and Fire Protection

The project site currently receives police and fire protection services from the San Francisco Police Department and the San Francisco Fire Department, respectively. The proposed project would create additional demand for police and fire suppression services in the area. The proposed project would add 27 dwelling units for a net increase of approximately 55 people on the site. Growth associated with the proposed project is within the development planning controls for the RM-3 District. Growth in the police and fire department service areas is monitored and addressed through the City's annual operating and capital budget process.

Police service to the project site is provided principally by the Northern Police Station at 1125 Filmore Street (at Turk Street). Other nearby police stations include the Central Station at 766 Vallejo Street and the Tenderloin Station at 301 Eddy Street. Although the proposed project could increase the number of calls received as a result of the increased activity on site, the increase would not be substantial in light of the existing demand for police protection services in the area. The proposed project is within anticipated growth projections for the area in Police Department facility planning documents. Furthermore, the increase in demand would not require the construction of any new police facilities and thus, would result in a less-than-significant impact.

The nearest fire station is Station 41, at 1325 Leavenworth Street. Other nearby stations are Station 3 at 1067 Post Street and Station 38 at 2150 California Street. Although the proposed project could increase the number of service calls received from the area as a result of the increased concentration of activity on site, the increase would not be substantial in light of the existing demand for fire protection services in the area. The proposed project is within anticipated growth projections for the area in Fire Department facility planning documents. Furthermore, the increase in demand would not require the construction of any new fire prevention facilities; and thus, would result in a less-than-significant impact.

Schools and Recreation Facilities

Some of the new residents of the proposed 27-unit residential development may be families with school age children. The San Francisco Unified School District (SFUSD) employs a student generation rate of 0.203 students per housing unit for planning purposes.[7] The proposed project would be expected to add approximately six students to the SFUSD. It is anticipated that the existing schools could accommodate these students. The nearest elementary schools are Spring Valley Elementary School at 1451 Jackson Street and Redding Elementary School at 1421 Pine Street. The nearest middle school is the Francisco Middle School at 2190 Powell Street, and the closest high schools are Newcomer High School at 2340 Jackson Street and Galileo High School at 1150 Francisco Street.

The SFUSD is currently not a growth district, most facilities throughout the City and County are generally underutilized, and the SFUSD has more classrooms district-wide than it needs.[8] However, the increase in number of charter schools, and the trend toward smaller schools is anticipated to increase the demand for classroom space.[9] The proposed project would be assessed $1.72 per gross square foot of residential space under the SFUSD's development impact fee. The proposed project would not result in a significant unmet demand for school facilities nor contribute to a cumulatively significant unmet demand in San Francisco. For the reasons above, the proposed project's impact on school facilities would be less than significant.

The nearest recreation facilities to the project site are Lafayette Park approximately three and a half blocks to the west, and Helen Willis Park about four blocks to the north. Additional use of these parks generated by the proposed project would not be significant.

Power and Communications Facilities

The proposed project would require typical utility connections and would tap into existing power and communications grids. Any relocation would be completed without interruption of service to adjacent properties.

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[7] U.S. Department of Transportation Federal Transit Administration, City and County of San Francisco, Peninsula Corridor of Joint Powers Board, and San Francisco Redevelopment Agency. Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project Final EIS/EIR. Page 4-19. March 2004.

[8] San Francisco Unified School District (SFUSD). Facilities Master Plan. 2003.

[9] SFUSD. Sue Moock, Assistant to Chief Business Officer, Public Information Office. Telephone conversion with Stu During, March 23, 2004.

San Francisco consumers have recently experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are the subject of much debate. Part of the problem is thought to be that the State does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of the problem may be the lack of cost controls as a result of deregulation. The California Energy Commission (CEC) is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area and elsewhere in the State. These facilities could supply additional energy to the power supply "grid" within the next few years. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. The proposed project would not be built and occupied until about 2008; therefore, additional generating facilities may have been completed by the time the project is in operation.

The project-generated demand for electricity would be small in the context of the overall demand within San Francisco and the State, and would not in and of itself require a major expansion of power facilities. No new power or communications facilities would be necessary as a result of project implementation and thus, the proposed project would result in a less-than-significant energy and communication impact.

Water Supply Facilities

The 27 residential units of the proposed project would generate an estimated demand for about 3,400 gallons of water per day.[10] The proposed project would incrementally increase the demand for water in San Francisco. The new construction would be designed to incorporate water-conserving measures, such as low-flush toilets and urinals, as required by the *California State Building Code* Section 402.0(c). The projected water consumption for the proposed project was assumed in the San Francisco Public Utilities Commission's *Urban Water Management Plan 2005* and an adequate water supply would be available for the project.[11] Because project water demand could be accommodated by the existing supply as discussed, it would not result in a substantial increase in water use, and the impact would be less than significant.

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[10] This estimate is based on current residential use of 62 gallons per capita per day (gpcpd) estimated in: San Francisco Public Utilities Commission (SFPUC). 2005 Urban Water Management Plan for the City and County of San Francisco (2005 UWMP). December 2005, p. 40. This report is available online for public review at http://sfwater.org/detail.cfm/MC_ID/7/MSC_ID/106/ MTO_ID/NULL/C_ID/2776. Environmental Topic 3, Population, estimates the project would have about 55 new residents, which, when multiplied by the 62 gpcpd, would yield an estimate of total project water use of 3,410 gallons per day, rounded to 3,400.

[11] The SFPUC's 2005 UWMP is based an data presented in, Association of Bay Area Government, Projections 2002: Forecasts for the San Francisco Bay Area to the Year 2025, which includes all known or expected development projects in San Francisco through the Year 2025.

Based on the above assessment, public service and utilities impacts will not be evaluated further in the EIR.

8.	**Biology** – Could the project:	Yes	No	Discussed
a.	Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	☐	■	■
b.	Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	☐	■	■
c.	Require removal of substantial numbers of mature, scenic trees?	☐	■	■

The project site is within a developed area of the City, and is completely covered by the impervious surfaces of the existing church and surface parking lot. As a result, the project site does not support vegetation.

The San Francisco Board of Supervisors recently adopted legislation that amended the City's Urban Forestry Ordinance, Public Works Code Sections 801 et seq., to require a permit from the DPW to remove any protected trees.[12] Protected trees include landmark trees, significant trees, or street trees located on private or public property anywhere within the territorial limits of the City and County of San Francisco.

A landmark tree has the highest level of protection and must meet certain criteria for age, size, shape, species, location, historical association, visual quality, or other contribution to the City's character and have been found worthy of landmark status after public hearings at both the Urban Forestry Council and the Board of Supervisors. A significant tree is a tree: a) either on private property or DPW property, b) within 10 feet of a public right-of-way, and c) that has a diameter at breast height (DBH)[13] greater than 12 inches, a height greater than 20 feet, or a canopy greater than 15 feet. A street tree is a tree within the public right-of-way or on DPW's property. Removal of a landmark, significant, or a street tree requires a permit from DPW. Also, all such trees are subject to certain maintenance and protection standards. The San Francisco Planning Department, DBI, and DPW have established guidelines to ensure that the provisions concerning protected trees are implemented. As part of these guidelines, the Planning Department requires that a "Tree Disclosure Statement" accompany all permit applications that could potentially impact a protected tree whether the tree is on the subject site or adjacent sites.

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[12] Board of Supervisors, Ordinance No. 17-06, amending Public Works Code Sections 801 et seq.

[13] Diameter at Breast Height is 4.5 feet above the ground surface surrounding the tree.

There are no trees on the project site; however, adjacent to the project site there are five trees growing along Clay Street and one tree growing along Larkin Street within 10 feet of a public right-of-way. The five trees on Clay Street are *Arbutus unedo* ("Strawberry Tree") and range from five inches to 14 inches in diameter at breast height (DBH) and from 16 feet to 30 feet tall. Three of the five trees growing on Clay Street meet the qualifying criteria for significant trees.[14] The tree growing on Larkin Street is a street tree. The project proposes to remove all six trees. Accordingly, the project sponsor would be required to obtain a permit from the DPW.[15] In addition, the *Public Works Code* requires that another street tree be planted in place of a removed tree or that an in-lieu planting fee be paid. Therefore, as part of the proposed project, six trees would be planted adjacent to the project site along Clay Street (five trees) and Larkin Street (one tree), or in-lieu tree planting fees will be paid.

In summary, the proposed project would remove six existing trees on Larkin and Clay Streets. However, these trees are ornamental and common in San Francisco, and would not be considered scenic. Since the proposed project would not remove a substantial number of mature, scenic trees, it would result in a less-than-significant impact. The visual quality impacts associated with the removal of the trees will be discussed in the Visual Quality section of the forthcoming EIR.

Based on the conditions discussed above, the project site and its surroundings provide no important biological habitat. Since the proposed project would not have a significant impact on rare, threatened, or endangered species or their habitats, or resident or migratory species or their habitats, and would not create significant adverse impacts on biologic resources, it would result in a less-than-significant biological resources impact. Biological resource impacts will not be evaluated further in the EIR. The visual quality impacts associated with the removal of the trees will be discussed in the Visual Quality section of the forthcoming EIR.

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[14] The trees' diameters at breast height (DBH) and heights (H) on Clay Street, beginning with the westernmost tree and proceeding east to the intersection with Larkin Street are as follows: 11" DBH/20' H; 10"DBH/16'H; 14"DBH/30H'; 5"DBH/16'H; and 12"DBH/30'H. The canopies of all five trees are less than 15' in diameter.

[15] As part of the review process for an application for street or significant tree removal, a DPW inspector would evaluate the trees proposed for removal. If DPW approves the tree to be removed, it will be posted for period up to 30 days. If objections to the removal are received, the removal will be scheduled for public hearing. If DPW denies the removal, the applicant can request the case be scheduled for a public hearing. After the hearing, a hearing officer will make a recommendation to the DPW Director, who in turn will issue a final decision. The DPW Director's decision may be appealed to the Board of Appeals.

9. Geology/Topography – Could the project:	Yes	No	Discussed
a. Expose people or structures to major geologic hazards (slides, subsidence, erosion, and liquefaction)?	☐	☒	☒
b. Change substantially the topography or any unique geologic or physical features of the site?	☐	☒	☐

Introduction

The site vicinity and surrounding sidewalks generally slope downward toward the west and southwest. A geotechnical report, including soil borings, was prepared by a California-licensed geotechnical engineer for the proposed project.[16] The geotechnical report includes a site reconnaissance, reviewing selected geotechnical data and published geologic maps of the vicinity, excavating, logging, and sampling one test boring to a depth of 31.5 feet below the ground surface, performing laboratory testing on selected samples of the earth materials recovered from the boring, conducting engineering analyses and geotechnical interpretations. The purpose of the study is to evaluate subsurface conditions at the site and present preliminary geotechnical conclusions and recommendations for evaluating the feasibility of constructing a five-story building with one level of below-grade parking on the project site.[17] The conclusions of the geotechnical report are included in the discussion below.

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[16] Earth Mechanics Consulting Engineers. Geotechnical Investigation, Planned Development, 1600 Clay Street, San Francisco, California. Prepared for Anasazi Properties, San Francisco California. April 26, 2004. This report is available for public review by appointment as part of Project File No. 2004.0557E at the Planning Department, 1660 Mission Street, Suite 500, San Francisco.

[17] The proposed project design increased from five to six stories above parking after the geotechnical report was written. The geotechnical engineer concludes that the recommendations contained in the report would be equally valid for a five- or six-story structure. H. Allen Gruen, Earth Mechanics Consulting Engineers, letter to Stu During, April 24, 2006. This letter is available for public review by appointment as part of Project File No. 2004.0557E at the Planning Department, 1660 Mission Street, Suite 500, San Francisco.

Site Conditions

The existing church building is underlain by medium-dense, relatively clean, poorly graded sand to a depth of about 26 feet, which is underlain by medium dense clayey sand to a maximum depth of 31.5 feet. Groundwater was not encountered at the end of the single boring, 31.5 feet below ground surface. Other studies indicate groundwater at approximately a depth of 80 feet below the ground surface.[18]

Seismically-Induced Hazards

The *San Francisco General Plan* Community Safety Element contains maps that show areas of the City subject to geologic hazards. The project site is located in an area subject to ground shaking with nonstructural damage (level VII) along the San Andreas and Northern Hayward Fault in the San Francisco Bay Area (Maps 2 and 3 of the Community Safety Element). It is likely that the project site would experience periodic minor earthquakes, and possibly a major (moment magnitude [Mw] greater than 7) earthquake, on one or more of the nearby faults during the life of the proposed development.[19] The project site is located approximately 12 kilometers from the San Andreas Fault, 17 kilometers from the San Gregorio North Fault, and 17 kilometers from the Hayward Fault. The Working Group for California Earthquake Probabilities estimated a 70 percent probability of an earthquake of Mw 6.7 or greater occurring on one of the major faults in the Bay Area within the next 30 years.

The project site is not within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act, and no known fault or potentially active fault exists on the site. In a seismically active area, such as the San Francisco Bay Area, the remote possibility exists for future faulting in areas where no faults previously existed. The geotechnical study found no evidence of active faulting on the project site and concluded that the risk of surface faulting at the project site is low. However, during an earthquake at any of the major area faults mentioned above, the ground at the proposed development site would experience strong shaking. Strong shaking during an earthquake can result in ground failure associated with soil liquefaction,[20] lateral spreading,[21] and cyclic densification.[22]

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[18] DeLisle, M., Map Showing Generalized Contours on the Groundwater Surface on a Portion of the San Francisco North 7.5' Quadrangle, unpublished map by the California Division of Mines and Geology.

[19] Moment magnitude is an energy-based scale and provides a physically meaningful measure of the size of a faulting event. Moment magnitude is directly related to average slip and fault rupture area.

The project site is not within a Special Geologic Study Area as shown in the Community Safety Element of the *San Francisco General Plan* (Map 4), designated as potentially liquefiable on a map titled "Zones of Liquefaction Potential, City and County of San Francisco," published by the California Department of Conservation, Division of Mines and Geology (CDMG).[23] In addition, a map prepared by CDMG for the City and County of San Francisco in 2000 does not indicate that the project site lies within an area of potential earthquake-induced land sliding. Based on the soil borings conducted at the site, the geotechnical report found that the soils beneath the project site are not subject to soil liquefaction, lateral spreading, and differential compaction associated with the very strong ground shaking expected in the future from an earthquake.

The project site is not in an area subject to landslide, tsunami run-up, or reservoir inundation hazards (Maps 5, 6, and 7 of the Community Safety Element).[24]

Geotechnical Recommendations

The geotechnical investigation report found that the proposed project would be feasible from a geotechnical standpoint and that construction would face the following geotechnical issues: (1) providing a safe, economical foundation system; (2) supporting temporary slopes and adjacent improvements; and (3) seismic shaking and related effects during earthquakes.

The summary recommendations of the geotechnical report to address those issues follow below:

- *Foundation* – spread footings may be used, as could a mat foundation. Drilled piers may be used to support heavy loads or for shoring and underpinning.

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[20] Liquefaction is a phenomenon in which saturated, cohesionless soil experiences a temporary loss of strength due to the buildup of excess pore water pressure, especially during cyclic loading such as that induced by earthquakes. Soil most susceptible to liquefaction is loose, clean, saturated, and uniformly graded, fine-grained sand and silt of low plasticity that is relatively free of clay.

[21] Lateral spreading is a phenomenon in which surficial soil displaces along a shear zone that has formed within an underlying liquefied layer. Upon reaching mobilization, the surficial blocks are transported downslope or in the direction of a free face by earthquake and gravitational forces.

[22] Cyclic densification is a phenomenon in which non-saturated, cohesionless soil is dandified by earthquake vibrations, causing settlement.

[23] City and County of San Francisco. San Francisco General Plan. "Community Safety Element." April 1997.

[24] Ibid.

- *Seismic Design* – use Seismic Zone Factor "Z" of 0.4.
- *Retaining Walls* – should be designed to resist lateral pressures imposed by the soil, by adjacent street traffic, and earthquakes.
- *Slab-on-Grade Floors* – sub-grade soil in slab and flatwork areas should be proof-rolled to provide a firm, non-yielding surface, and underlain by a moisture barrier if moisture penetration would be objectionable.
- *Site Preparation and Grading* – follow the guidelines and design parameters of the geotechnical report.
- *Site Drainage* – run site drainage away from improvements, directed towards downspouts that discharge into closed conduits that drain into the site storm drain system.

As stated above, the geotechnical report found the site suitable for development provided that the recommendations included in the report were incorporated into the design and construction of the proposed project. The project sponsor has agreed to follow the recommendations of the geotechnical report. The final building plans would be reviewed by the DBI. In reviewing building plans DBI refers to a variety of information sources to determine existing hazards and assess requirements for mitigation. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the building inspector's working knowledge of areas of special geologic concern. The above-referenced geotechnical report would be available for use by the DBI during its review of building permits for the site. Also, DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed.

To ensure compliance with all provisions of the *San Francisco Building Code* (*Building Code*) regarding structural safety, when DBI reviews the geotechnical report and building plans for a proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and other seismic hazards. Therefore, potential damage to structures from geologic hazards on a project site would be mitigated through the DBI review of the building permit application pursuant to its implementation of the *Building Code.* For all of the above reasons, the proposed project would not result in a significant impact related to geology and soils.

To accommodate the below-grade parking garage and foundation for the proposed project, excavation to an average depth of 5.5 feet below ground surface would be required and about 2,700 cubic yards of material would be removed from the site. The grade of the project site is sloped (an average inclination of 15:1) in the west direction. The proposed project would not significantly alter the topography or otherwise affect any unique geologic or physical features of the site. Therefore, the proposed project would result in a less-than-significant topographical impact.

In view of the above, the proposed project would not have a significant impact regarding geology, seismicity, soils, or, topography, and these impacts will not be assessed further in the EIR.

10. **Water** – Could the project:	Yes	No	Discussed
a. Substantially degrade water quality, or contaminate a public water supply?	☐	■	■
b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	☐	■	■
c. Cause substantial flooding, erosion or siltation?	☐	■	■

The proposed project would not substantially degrade water quality or contaminate a public water supply. All sanitary wastewater from the proposed building and storm water runoff from the project site would flow into the City's combined sewer system, to be treated at the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. Treatment would be provided pursuant to the effluent discharge limitations set by the Plant's National Pollutant Discharge Elimination System (NPDES) permit. During construction and operation, the proposed project would comply with all local wastewater discharge requirements.

The groundwater, which fluctuates with the seasons, is estimated to occur at a depth of approximately 80 feet below ground surface of the project site. The proposed project would involve excavation to an average depth of 5.5 feet and require approximately 2,700 cubic yards of soil removal. If moisture penetration through the foundation slab is judged objectionable by the design team, the foundation would be underlain by a moisture vapor barrier. Due to the depth of the groundwater under the site, encountering groundwater during construction is unlikely and there would be no need for dewatering during construction. However, any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment, and Compliance of the SFPUC must be notified of projects necessitating dewatering, and may require water analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. The report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the DPW would require that a Special Inspector (as defined in Article 3 of the *Building Code*) be retained by the project sponsor to perform this monitoring.

Groundwater observation wells would be installed to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during dewatering, groundwater recharge would be used to halt this settlement. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

The project site is currently covered completely by the impervious surfaces of the existing building and associated parking lot. With project development, the area of impervious surface on the project site would not increase, nor would infiltration and groundwater recharge decrease. Groundwater is not used as a drinking water supply in the City and County of San Francisco, and the proposed project would not substantially adversely affect a public water supply or water resource. The quantity and rate of storm water runoff from the project site that flows to the City's combined sewer system would not increase. Because storm water flows from the proposed project could be accommodated by the existing combined sewer system, and because there would not be an expected increase in storm water flows, the proposed project would not cause substantial flooding or erosion. As discussed above, requirements to reduce erosion would be implemented during construction.

Soil would be exposed during site preparation. During construction, requirements to reduce erosion would be implemented pursuant to *Building Code*, Chapter 33, Excavation and Grading.

Based on the information presented above, there would be no significant water quality, groundwater, flooding, or erosion impacts from the proposed project, and these impacts will not be assessed further in the EIR.

11. **Energy/Natural Resources** – Could the project:	Yes	No	Discussed
a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	■	■
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	☐	■	■

Energy and Natural Resource Use

The proposed project would consist of residential uses. This development would not use large amounts of fuel, water, or energy. The proposed project would meet or exceed current state and local standards regarding energy consumption, including Title 24 of the California Code of Regulations enforced by DBI. For this reason, the proposed project would not cause a wasteful use of energy, and would have a less-than-significant impact on energy and natural resources. No substantial environmental energy or natural resource effects are expected from the proposed project.

Electric generation to serve the proposed project would consume natural gas and coal fuel to generate electricity for the project. The proposed project would not use substantial quantities of other non-renewable natural resources. It would not use fuel or water in an atypical or wasteful manner. Therefore, the proposed project would not have a significant effect on the use, extraction, or depletion of a natural resource, and these topics will not be assessed further in the EIR.

12. **Hazards** – Could the project:	Yes	No	Discussed
a. Create a potential public health hazard or involve the use, production, or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	☐	■	■
b. Interfere with emergency response plans or emergency evacuation plans?	☐	■	■
c. Create a potentially substantial fire hazard?	☐	■	■

Hazardous Materials Use

During operation, the proposed project's residential land uses would require relatively small quantities of hazardous materials for routine household and business purposes. The proposed project would likely use common types of hazardous materials such as paints, cleaners, toners, solvents, and disinfectants. All of these products are labeled to inform users of risks, and to instruct them in proper disposal methods. Most of these materials are consumed or neutralized through use, resulting in little hazardous waste. Businesses are required by law to ensure employee safety by identifying hazardous materials, and adequately training workers. For these reasons, hazardous material use by project operations would not pose a substantial public health or safety hazard.

Soil and Groundwater

A Phase I Environmental Site Assessment (ESA) was conducted for the proposed project site in April of 2004 and is summarized below.[21] The Phase I ESA was conducted to identify possible environmental concerns related to on-site or nearby chemical use, storage, handling, spillage, and/or on-site disposal, with particular focus on potential degradation of soil or groundwater quality. The Phase I ESA also addressed past and present land use and operating practices at and near the site, and the potential for migration of chemicals, contaminants, and toxics onto the site from reported chemical releases on properties in the vicinity of the site.

The Phase I ESA indicated that the project site was occupied by two residential structures prior to 1911.[25] In 1911, the existing church and parking lot had replaced the residential structures at the project site. The church's basement was used as a gymnasium for many years and then by a Head Start program in the 1990s. Nearby uses have been primarily residential as well. The project site and the surrounding area were historically associated with a variety of uses in the surrounding residential neighborhood. These activities in the vicinity could have used underground storage tanks for heating oil or automobile fuel, and could have released regional contamination from petroleum hydrocarbons in both the soil and groundwater in the project vicinity. A search of public databases of hazardous materials releases was performed for the area within a one-mile radius of the site. The project site itself was not listed in public databases of hazardous materials releases within a one-mile radius of the site. The Phase I ESA research identified 1,644 cases of land uses within the one-mile radius with possible releases of chemicals of concern to the environment. Of those cases, only four cases were judged to have had the potential to affect the site. All four of these cases were historically dry cleaners. At present, only two of the establishment's addresses still exist and no files were available. While reconnaissance of the project site and adjacent properties did not uncover visible signs of contamination, such as visible staining, leakage, spillage, or ponded liquids or uncontained solids, the Phase I ESA recommended "that a preliminary investigation be initially conducted within the site to assess the potential presence of contaminants associated with former activities that were conducted on and/or near the site that could have potentially impacted the site."[26]

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[21] Innovative & Creative Environmental Solutions (ICES). Phase I Environmental Site Assessment (ESA), 1601 Larkin Street, San Francisco, California. April 18, 2004. This document is available for public review by appointment as part of Project File No. 2004.0557E at the Planning Department, 1660 Mission Street, Suite 500, San Francisco.

[25] The Phase I ESA indicated that the structure was built in 1913, however, City Planning records indicate that the structure was built in 1911.

In conclusion, while Phase I ESA found no evidence of adverse environmental conditions in connection with the project site, it is not known whether contaminants associated with former activities that were conducted on and/or near the project site could have potentially impacted the subject lot. Since the proposed project would require excavation in order to accommodate the parking garage, it would disturb the soils underlying the project site and therefore, could result in a potentially significant hazards impact. In order to reduce the project's potential hazards impact, the project sponsor would be required to implement Mitigation Measure 2 on pages 53 to 55 of this document. Implementation of Mitigation Measure 2 would ensure that the proposed project would result in a less-than-significant hazards impact.

Hazardous Building Materials

The existing church building on the project site was constructed in 1911. In the past, asbestos, lead, and polychlorinated biphenyls (PCBs) were commonly installed in such materials as fire proofing, floor tiles, roofing tar, electrical transformers, fluorescent light ballasts, and paint. Mercury was common in electrical switches and fluorescent light bulbs. If such hazardous materials exist in a building when it is demolished, they could pose hazards to workers, neighbors, or the natural environment.

Asbestos

Asbestos-containing materials may be found within the existing building that is proposed for demolition. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The BAAQMD is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

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[26] ICES. Phase I ESA, 1601 Larkin Street, San Francisco, California. April 18, 2004, page 7.

Notification includes: the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The BAAQMD randomly inspects asbestos removal operations. In addition, the BAAQMD will inspect any removal operation for which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 sq.ft. or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material are required to file a Hazardous Waste Manifest, which details the hauling of the material from the site and the disposal of it. Pursuant to California law, the DBI would not issue the required permit until the applicant has complied with the notice requirements described above.

These regulations and procedures, already established as a part of the permit review process, would ensure that any potential asbestos impacts due to demolition would be reduced to a less-than-significant level.

Lead-based Paint

Lead paint may be found in the existing building constructed in 1911 and proposed for demolition. Demolition of the existing building must comply with Section 3407 of the *Building Code,* Work Practices for Exterior Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove lead paint on the exterior of any building, or the interior of occupied buildings (E3, R1, or R3 occupancy classifications) built prior to or on December 31, 1978, Section 3407 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Section 3407 applies to buildings or steel structures on which original construction was completed prior to 1979, which are assumed to have lead-based paint on their surfaces unless a certified lead inspector/assessor tests surfaces for lead and determines it is not present according to the definitions of Section 3407. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the Department of Housing and Urban Development (HUD) Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Prior to commencement of exterior work that disturbs or removes 100 or more sq.ft. or 100 or more linear feet of lead-based paint in total, the responsible party must provide the Director of the DBI with written notice that describes the address and location of the project; the scope and specific location of the work; the methods and tools for paint disturbance and/or removal; the approximate age of the structure; anticipated job start and completion dates for the work; whether the building is residential or nonresidential; whether it is owner-occupied or rental property; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Post Sign notifying public of restricted access to work area, Notice to Residential Occupants, Early Commencement of Work [by Owner, Requested by Tenant].) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures by the *Building Code* would ensure that potential impacts of demolition, due to lead-based paint, would be reduced to a less-than-significant level.

Other Potential Hazardous Materials

The proposed project includes demolition of the existing building which may contain PCBs and mercury. Inadvertent release of such materials could expose construction workers, occupants, or visitors to these substances, which could result in various adverse health effects if exposure were of sufficient quantity. Although abatement programs similar to those described for asbestos and lead-based paint have not been adopted for PCBs and mercury testing and cleanup, items containing PCBs and mercury that are intended for disposal must be managed as hazardous waste and must be handled in accordance with OSHA worker protection requirements. Nonetheless, potential impacts associated with PCBs and mercury in structures would be considered potentially significant. Hazardous building materials sampling and abatement, as described in Mitigation Measure 3, on page 56, would reduce potential PCB and mercury impacts associated with demolition of the structure to a less-than-significant level.

Fire Hazards

San Francisco ensures fire safety primarily through provisions of the *Building Code* and the *Fire Code*. Existing buildings are required to meet standards contained in these codes. In addition, the final building plans for any new residential project greater than two units are reviewed by the San Francisco Fire Department (as well as the DBI), in order to ensure conformance with these provisions. The proposed project would conform to these standards, which (depending on building type) may also include development of an emergency procedure manual and an exit drill plan. In this way, potential fire hazards (including those associated with hillside development, hydrant water pressure, and emergency access) would be mitigated during the permit review process.

With implementation of Mitigation Measures 2 and 3, and for the aforementioned reasons, project hazard impacts would be less than significant. Accordingly, this topic will not be discussed in the EIR.

13. **Cultural** – Could the project:	Yes	No	Discussed
a. Disrupt or adversely affect a prehistoric or historic archeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	☐	■	■
b. Conflict with established recreational, educational, religious or scientific uses of the area?	☐	■	■
c. Conflict with the preservation of buildings subject to the provisions of Article 10 or (proposed) Article 11 of the City *Planning Code*?	■	☐	■

Archeological Resources

Factors considered in determining the potential for encountering archeological resources include location, depth, and amount of excavation proposed, as well as any existing information about known resources in the area.

The site, along with the wider area surrounding the project site is a developed and dense urban area which has been heavily disturbed since the early 1900s. The project site sits atop Quaternary-age dune sand consisting of medium dense clayey sand to the depth of the geologic boring (31.5 feet), with bedrock lying approximately 50 feet below ground level. The proposed project would excavate to an average depth of 5.5 feet.

There are no known archeological resources recorded for the project site or for the immediate project vicinity. Therefore, it is unlikely that prehistoric resources would be encountered during excavation.[27] However, there is always the low probability in a site with these conditions that potential prehistoric resources could be impacted by excavation activities of the proposed project. These potential adverse effects on archeological resources would be mitigated through implementation of Mitigation Measure 4, on pages 56 to 57.

Historical Architectural Resources

The proposed project site contains the vacant First Methodist Church building, built in 1911 and designed by nationally renowned architect George Washington Kramer (1847-1938). The building is composed of two distinct parts. The first is the church proper which fills the eastern half of the lot facing Larkin Street. The second part of the building is an attached service/assembly area on the western portion of the lot that is accessed from Clay Street.

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[27] Randall Dean, Planning Department Staff. Archeological Sensitivity Memorandum for 1601 Larkin Street. January 5, 2005. This document is on file and available for public review by appointment at the Planning Department, 1660 Mission Street, 5th Floor, as part of Case File No. 2004.0557E.

The portion of the First Methodist Church containing the former sanctuary is approximately 50 feet wide and 45 feet deep, and set back slightly from Clay and Larkin Streets. The front façade is about 60 feet tall at the roof ridge. The front façade is a gabled mass with an integrated bell tower on the south side.[28] Centered under the gable is an enframed window wall with a tall arched stained glass window, sub-divided into three smaller arched windows; the base of this window coincides with the floor of the choir loft/gallery. This window composition surmounts a group of three tall, narrow rectangular windows in the main sanctuary. Two gabled entrance porches are placed symmetrically at the first floor level of this façade, and each is approached by a small flight of stairs. The bell tower sits atop the southern-most entrance; centered above the entry gable are two tall, thin arched windows surmounted by an open-air belfry. The belfry features a single round-arched opening about a wooded balustrade on each side, and is capped by a pyramidal roof terminated by a pinnacle. The church possesses a battered red masonry veneer base (now painted), stucco walls in a pebbledash finish, and a composition shingled roof.[29]

Buildings on and in the vicinity of the project site were surveyed between 1974 and 1976 as part of a City-sponsored citywide inventory of architecturally significant buildings. The inventory assessed the architectural significance of 10,000 surveyed structures from the standpoint of overall design and particular design features. Both contemporary and older buildings were included and each building was numerically rated according to its overall architectural significance. The ratings ranged from a low of "-2" to a high of "5." Factors considered included architectural significance, urban design context, and overall environmental significance. The church building at 1601 Larkin Street was rated "1" in the 1976 Citywide Architectural Survey. The church's history is documented in *Sacred Places of San Francisco*, by Ruth H. Willard.

First (St. John's United) Methodist Church building is not included in, nor had it been determined eligible for inclusion in any federal, state, or adopted local register of historic resources, including

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[28] Mark Luellen, Preservation Technical Specialist, Planning Department. Historic Resource Evaluation Response, 1601 Larkin Street. February 22, 2005. This document is available for public review by appointment as part of Project File No. 2004.0557E at the Planning Department, 1660 Mission Street, Suite 500, San Francisco.

[29] Ibid.

Planning Code Articles 10 (which concerns sites such as designated City Landmarks and buildings within Historic Districts) and Article 11 (which involves rating buildings for their architectural significance), pursuant to CEQA Guidelines, Section 15064.5(a)(1) and (2).

The church is located in a neighborhood that was totally consumed by fire after the earthquake of 1906. Many of the lost structures were reconstructed on the foundations of the ruined buildings. In the wider vicinity of the project site, there are some buildings designated as City Landmarks in *Planning Code* Article 10: (1) Colonial Dames Octagon House (No. 17) at 2645 Gough Street, near Union Street; (2) The Burr House (No. 31) at 1772 Vallejo Street, near Gough Street; and (3) Feusier Octagon House (No. 36) at 1067 Green Street, between Jones and Leavenworth Streets.

The Planning Department found that the First Methodist Church is a historic resource.[30] The church appears to be significant as a type of Methodist church designed by well-known church architect George Washington Kramer, and may represent the work of a master. Additionally, the church is the only known Kramer-designed building in San Francisco. The building also may be associated with an undocumented Reconstruction District that represents a primarily residential reconstruction context within the area that was destroyed during the 1906 Earthquake and Fire. The known facts indicate the church possesses architectural significance.[31] Accordingly, this topic will be addressed in the EIR.

C. OTHER

	Yes	No	Discussed
1. Does the project require approval and/or permits from City Departments other than the Planning Department or Department of Building Inspection, or from Regional, State or Federal Agencies?	■	☐	☐

The proposed project would require a variance from the rear-yard and dwelling unit exposure requirements and a conditional use permit for exceeding the 40-foot height control in the RM-3

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[30] Ibid.

[31] A dissenting opinion is provided by McGrew / Architecture. Historic Resource Evaluation Report – First Methodist Church, 1601 Larkin Street / 1600 Clay Street. Prepared for Anasazi Properties, Inc., September 2004. This report is available for public review by appointment as part of Project File No. 2004.0557E at the Planning Department, 1660 Mission Street, Suite 500, San Francisco.

District (*Planning Code* Sections 253 and 303). Also, the project would require approval by the DBI and DPW for demolition and site permits, and would require a permit from DPW to remove protected trees.

Public Notice and Comment

On February 11, 2005, the Planning Department mailed a Notice of Project Receiving Environmental Review to property owners and occupants within 300 feet of the 1601 Larkin project site, tenants adjacent to the site, and other potentially interested parties.

Groups and individuals commented and expressed concern regarding potential effects of the proposed project on its surroundings. Concern was expressed regarding the following environmental issues: (1) compatibility of the proposed building with neighborhood scale and density (see pages 18 and 19 of this Initial Study); (2) change of views (pages 20 and 21); (3) increased on-site population (page 22); (4) increased traffic congestion (page 23); (5) increased parking demand, (page 23), (6) change in air quality (pages 25 to 26); (7) change in wind conditions (pages 28 to 29); (8) removal of trees (page 34); and (9) preservation of the church and loss of a historic architectural resource (pages 48 to 50). Environmental issues identified in public comments, as noted above, are addressed in this Initial Study under applicable topics.

Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated into the Initial Study as appropriate for CEQA analysis. Comments regarding merits of the project and those that expressed support for or opposition to the project are not relevant to CEQA analysis of environmental impacts but may be taken into account by the Planning Commission and other decision-makers as part of the project approval process. While local concerns or other planning considerations may be grounds for modification or denial of the proposal, in the independent judgment of the Planning Department, no significant impacts have been identified, with the possible exceptions of visual quality, transportation, and historic resources, which will be evaluated in the EIR.

D. MITIGATION MEASURES

	Yes	No	N/A	Discussed
1. Could the project have significant effect if mitigation measures are not included in the project?	■	☐	☐	■
2. Are all mitigation measures necessary to eliminate significant effects included in the project?	■	☐	☐	■

Mitigation measures necessary to focus topics out of the EIR are identified herein. The following mitigation measures relate to topics determined to require no further analysis in the EIR. The EIR will contain a mitigation chapter describing these measures, and measures that would be, or could be, adopted to reduce significant adverse effects of the proposed project identified in the EIR. The following measures have been agreed to by the project sponsor:

Mitigation Measure 1

Construction Air Quality

The project sponsor shall require the contractor(s) to spray the project site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand, or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions.

Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsors shall require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsors shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Mitigation Measure 2

Hazardous Materials

Prior to disturbing soils on the project site, the project sponsor shall implement the following measures:

(a) Soil and groundwater testing

A Phase II Environmental Site Assessment of the project site shall be conducted to ensure that all areas of suspected subsurface contamination subject to ground disturbance during site development activities are sampled. A Registered Environmental Assessor (REA) or similarly qualified individual shall complete these studies. Testing results shall be reported to the San Francisco Department of Public Health (DPH), which would require further characterization of any hazards associated with petroleum hydrocarbons from the site fill materials. Should contamination at or above potentially hazardous levels be found, the following actions shall be taken:

(b) Site Mitigation Plan (SMP) and Corrective Action Plan (CAP)

If the sampling conducted identifies surface and/or subsurface contamination in areas subject to ground disturbance, a SMP shall be prepared, per the determination of DPH. Where hazardous substances are found for which no standards are established, the sponsor would request a determination from state and federal agencies as to whether an SMP is needed. The sponsor would be required to submit the SMP to the appropriate state or federal agency (ies), and to implement an approved SMP prior to issuance of any building permit.

Should groundwater be found to have been contaminated at levels above regulatory thresholds, or where petroleum contamination in soils has the potential to impact groundwater at levels above regulatory thresholds, a Corrective Action Plan (CAP) would be required by Regional Water Quality Control Board (RWQCB).

(c) Remediation

Prior to conducting any remediation activities a Site Health and Safety Plan would be prepared pursuant to the California Division of Occupational Health and Safety (Cal-OSHA) requirements and National Institute for Occupational Safety and Health guidance to ensure worker safety. Under Cal-OSHA requirements, the Site Health and Safety Plan would need to be prepared prior to initiating any earth moving activities at the site.

The site shall be remediated in accordance with the standards, regulations, and determinations of local, state, and federal regulatory agencies. The project sponsor shall coordinate with the DPH and any other applicable regulatory agencies to adopt contaminant-specific remediation target levels. Should contaminants at potentially hazardous levels be found, the hazardous substances shall be removed and disposed of at an approved site, or other appropriate actions shall be taken. In addition, installation of groundwater monitoring wells may be required to confirm contaminant concentrations and groundwater flow direction.

Several possible remediation scenarios are: 1) natural attenuation (impacted soil and groundwater is allowed to remain in place and degrade naturally over time); 2) excavation and removal of impacted soil to the extent feasible and backfill with clean soil; 3) introduction of an oxygen release compound into the soil and groundwater at the release site to stimulate biodegradation of the petroleum hydrocarbons; and 4) some form of active groundwater treatment, such as air sparging or extraction and treatment. Remedial actions associated with the soil and groundwater at the project site, if required by DPH, shall be performed concurrently or shortly following demolition.

(d) Handling, hauling, and disposal of contaminated soils

(d.1) Dust suppression

Soils exposed during excavation for site preparation and project construction activities shall be kept moist, or as otherwise directed by DPH to minimize particulates, throughout the time they are exposed, both during and after work hours.

(d.2) Surface water runoff control

Where soils are stockpiled, plastic sheeting shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

(d.3) Soils replacement

If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where contaminated soils have been excavated and removed, up to construction grade. If directed by DBI, the recommendations of the geotechnical report will be followed, and the top 24 inches of site soils will be re-compacted to 95 percent relative compaction.

(d.4) Hauling and disposal

Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.

(e) Preparation of certification report

After excavation and foundation construction activities are completed, the project sponsor shall prepare and submit a certification report to DPH for review and approval. The certification report shall include the mitigation measures in the SMP for handling and removing contaminated soils from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures, if at all.

(f) Deed recordation

After project construction and if both of the following circumstances are met, the project sponsor shall file a recordation on the deed for the subject property that indicates the need to take special precautions during future disturbance of the soils on the property due to certain on-site soil conditions: 1) based on the results of the soil and groundwater tests, DPH determines that project site soils or groundwater are contaminated at or above potentially hazardous levels, and 2) potentially hazardous levels of contaminants remain at the project site.

Mitigation Measure 3

Hazards (PCBs)

The project sponsor would ensure that building surveys for PCB-containing equipment (including elevator equipment), hydraulic oils, and fluorescent lights are performed prior to the start of demolition. Any hazardous materials discovered would be abated according to federal, state, and local laws and regulations.

Mitigation Measure 4

Archeology

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

E. ALTERNATIVES

Alternatives to the proposed project will be defined further and described in the EIR. At a minimum, the alternatives analyzed in the EIR will include the following:

1. A ***No Project Alternative*** in which the project site would remain in its existing condition, with the existing vacant church building.

2. An ***Adaptive Reuse Alternative***, in which the character-defining features of the existing church would be retained with a new residential use or a new day care/school/institutional use.

3. A ***Reduced Density Alternative*** in which the massing and scale of the residential building would be similar to that of the existing church building.

F. MANDATORY FINDINGS OF SIGNIFICANCE

	Yes	No	Discussed
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	■	☐	☐
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	☐	■	☐
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	☐	■	■
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	■	☐	☐

Cumulative analysis depends on a prediction of possible future environmental changes well beyond construction of the proposed project. Future cumulative traffic impact analyses will be conducted for the year 2025 with and without the proposed project in the EIR. Project contributions to cumulative traffic at intersections in the vicinity would not be expected to be substantial. The proposed project would not be expected to contribute incrementally to cumulative regional air quality conditions, or to contribute to significant cumulative noise impacts. The proposed project would be consistent with the land use and height controls for the site and would not contribute to a cumulatively considerable land use or visual impact. In summary, the proposed project would not be expected to have unavoidable environmental effects that are cumulatively considerable.

G. ON THE BASIS OF THIS INITIAL STUDY:

■ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the City Planning Department.

■ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures in the discussion have been included as part of the proposed project. A MITIGATED NEGATIVE DECLARATION will be prepared.

● I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Date: July 3, 2006

for PAUL E. MALTZER
Environmental Review Officer

for

Dean L. Macris
Director of Planning